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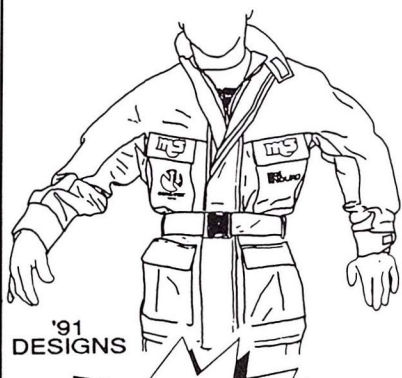
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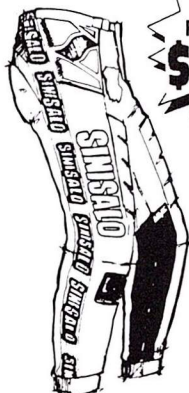
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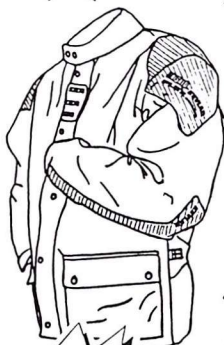


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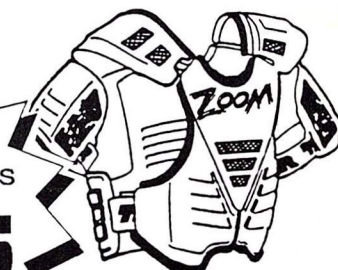
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TRAIL RIDER

M A G A Z I N E

January 1993
Volume 23 Number 1

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February 18, 1993.*

On the cover: Racing action at CATRA II, on a part of the course that makes you want to come back for the next race. Unfortunately, the rest of the course makes you want to curl up and die. Without a doubt, when you've raced at CATRA, you come away feeling like you really accomplished something!

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Warning: Motorcycle riding is a risky business. For maximum enjoyment of the sport you should make every effort to dress in effective protective gear, ride safely, and avoid all sensitive ecological areas, and don't send your lawyer calling if you whack into a tree because this company isn't worth a plugged nickel and you won't make enough to pay your legal fees. Instead, ride to have a good time, don't take competition seriously, and make sure your spark plug burns a nice tan color. Everybody will be happier that way.

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LAST OVER

by Paul Clipper

Autumnal Nights

Larry Madison eased the van to a stop on the bumpy road, and slid the shifter into Park. The engine raced happily, seemingly relieved after the hours of freeway driving and the last few miles poking up this half-paved, half-dirt road. Larry switched off the ignition and eased back in his seat, flicking the headlights off with his left hand. Two things to be done: he had to head around to the back of the van, to check the bike hooked on the outside carrier, and while he was there he just might water the bushes, an act that had actually been on his mind for the last two hours, since halfway through that Super-Colossal Cup 'O Mud from the Singh Brothers Mini Market in Union City.

As a matter of fact, maybe he'd water the bushes first.

Outside the sun had set, cranked down below the hills still way too early in the day. He wasn't used to Eastern Standard Time yet. The tentative warmth of the sunny day fading out was being rapidly replaced by a stab of cold air from Canada; the people on the radio said it would go down to 20 degrees locally, which was about 20 less than what he'd experienced so far this season. *Winter's coming*, he thought as he snuggled down a tiedown and shivered just a little.

It was a night for nostalgia, no doubt about it. How many times had he as a boy driven into woods like this, sometimes in the wee hours of the morning, with a crew of campers or riders or just plain partiers. How many times did the weekend they'd choose for a camping trip turn out to be the coldest weekend of the year, even though the weathermen said it'd be excellent? What about that time in Pennsylvania when the mercury dropped so low it was all they could do to even get matches to light?

It wasn't that cold here, no doubt, in the woods of the western corner of Massachusetts, but it was nice to remember. Larry always felt a little old and lonely on this stretch of road; probably the reason he kept coming back to it. Hours and hours of hauling up the Interstate, wrestling to survive mixed in with some of the worst drivers in the nation, then off onto the crowded secondary roads, half-jammed with people rushing home, anxious to get the weekend started. And then, Larry would take his own special shortcut, a gray scratch on the map that crossed the state line on a dirt road.

It gave him a good feeling to sneak into the

state like this, on a unmarked road in the middle of the night. It was a right of passage, a doorway nobody else knew. He could leave it all behind as he drove through that door, and close it quietly on his way through.

No traffic up here. As a matter of fact, if most people knew he drove this route—although it was shorter than most any other way—they'd publicly call him crazy, since who drives a good car on a dirt road in the 1990's?

Well I do, Larry thought, as he gave the bike a final shake, and, satisfied that it would survive the next mile of potholes, he moved forward and out of the glare of the taillights. Even though it was nearly pitch black the sun still cast a fading burnt-orange glow on the horizon.

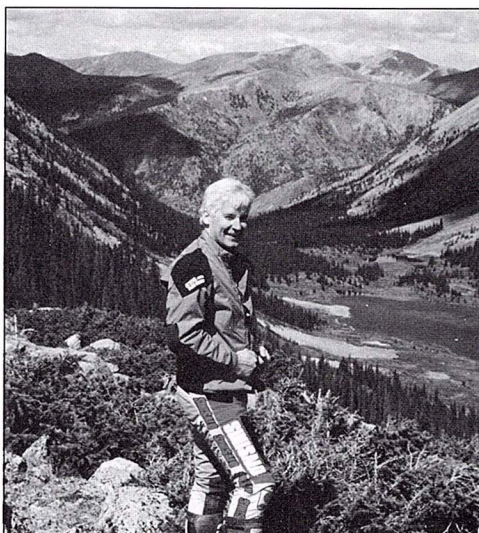
He thought about the old days. They use to pile into a Volkswagen bus, and ply these roads like a goofball crew out of Mad Max with absolutely nothing to hold them back. Now they were all saddled with responsible jobs, kids, wives, mortgages, T-bills, capital gains, annual interest rates, court-appointed conservators, self-propelled lawn mowers, Monday Night Football, the Heartbreak of Psoriasis and just plain old life in general.

Certainly Larry still suffered from a majority of those conditions himself, but he still found time to shake them all off at least once a month and disappear. There was a time when a racing bike was all that would do; to break loose meant to get out, wide-open on a track somewhere and try to spank a few butts and take home a cheap trophy. Now, a dual-sport bike hung off the back of the van. It wasn't flashy, and it wasn't fast, but it was still riding, and actually it was a ticket to ride in some of the most bizarre places, since he could sneak in on a "legal" bike where race-bike activity would be stopped well before it could start. With a dual sport bike, he could always sneak out, which is possible on a race bike, but much less satisfying if you have to watch them tow your van away from your "safe" vantage point.

Lingering outside, he switched off the parking lights and lit up a Marlboro Light. At one time, getting away seemed like a hassle. Too much work, too many things to gather, too many plans to make. It was easier to stay home, but after a while he began to realize that this was exactly what settled all his friends down. Now he knew that he *had* to get away, or he'd become one of them, with nothing to talk about

except TV and ball games...what if all you ever *thought* about was TV and ball games?

That's why sometimes there was a mountain bike as well as a dirt bike, or skis or a boat or shotguns—any excuse to get away, to break out of the mold and taste life again, to see what the air smells like on the other side of the hill. The older he got the more important all this has become, 'til now, standing here beside the van, deep in the woods on a cold night in Massachusetts, he knows that there is no question of any other place to be, anything else that *has* to be done. This is it. This is, as they used to say back in the early '70s, where it's *at*. There is nothing else that matters, nothing else that even comes close.



(Pete Denison Photo)

At times like this he feels *centered* in the universe. Not the ego-tistical Center of the Universe, not the one person that the world revolves around; rather he feels centered on his own *place* in the universe. He knows that he's just a very small redundant wheel with no critical function in an extremely immense machine, but he feels centered on that *place*, content with it, perfectly happy to follow it wherever it goes or take it with him wherever he travels.

It's a good feeling, to be perfectly satisfied. Everything is rosy, here in these woods on this cold autumn night.

Twelve hours from now he'd be riding, testing his knobs on the semi-frozen surface. It would be crusty and unpredictable in the morning, then, about 11 o'clock, it would start softening up and he'd start getting into a slippery mud skin on the surface, and he'd probably crash a couple of times. There was a ticking in the valve train that he would have to deal with eventually, and the chance that the slow leak he'd noticed in the rear tire was more than just temperature related, but that would be then and this is now.

He pulled again on the tail end of the Marlboro, soaking up the nicotine and the last of the orange sky all at once. He felt like the last of a dying breed. Tomorrow would be the ride, good or bad it didn't matter. He might get stuck in the mud, break down on the mountain, break his leg on the rocks—hell, the bike may not even start in the morning. But at the center of the universe, you take things one step at a time, and every step is in the right direction. *Ride?* he thought to himself, *what the heck, I'm happy just to be here*, and he climbed back into the truck for the last few miles of the drive. □



The 1993 Husqvarna (HTAC) Cash Contingency Program.

4-STROKE WORLD MX CHAMPIONSHIP

4 Events: 1 Class

4-Stroke Expert

1st place \$500.00 2nd place \$250.00 3rd place \$100.00

AMA NATIONAL ENDURO SERIES

9 Events:

250 B Open B 4-Stroke B

1st place each class \$150.00 2nd place each class \$100.00

250 A Open A 4-Stroke A

1st place each class \$200.00 2nd place each class \$100.00

AMA NATIONAL HARE SCRAMBLES SERIES

9 Events:

250 B Open B 4-Stroke B

1st place each class \$150.00 2nd place each class \$100.00

250 A Open A 4-Stroke A

1st place each class \$200.00 2nd place each class \$100.00

AMA NATIONAL CROSS COUNTRY SERIES

12 Events:

250 B Open B 4-Stroke B

1st place each class \$150.00 2nd place each class \$100.00

250 A Open A 4-Stroke A

1st place each class \$200.00 2nd place each class \$100.00

AMA NATIONAL HARE & HOUND SERIES

7 Events:

250 B Open B

1st place each class \$150.00 2nd place each class \$100.00

250 A Open A

1st place each class \$200.00 2nd place each class \$100.00

BLACKWATER 100

1 Event:

250 B Open B 4-Stroke B Senior Class B

250 A Open A 4-Stroke A Senior Class A

1st place each class \$200.00 2nd place each class \$100.00

ALLIGATOR ENDURO

1 Event:

250 B Open B 4-Stroke B

250 A Open A 4-Stroke A

1st place each class \$200.00 2nd place each class \$100.00

AMA ISDE QUALIFIER SERIES

7 Events:

(LETTER OF INTENT RIDERS ONLY)

250 Class / 500 Class / 350 4-Stroke / 500 4-Stroke

1st place each class \$250.00 2nd place each class \$150.00

*** Extra Bonus for Riders that Compete on 1992 ISDE

Gold Medal \$1,000.00

Silver Medal \$500.00

Bronze Medal \$200.00

Note: These are the only races eligible for HTAC points and HTAC cash contingency.

NETRA ENDURO SERIES

10 Events:

*250 B / Open B / 4-Stroke B / B Sr. / B Vet. / B Super Sr.

*250 A / Open A / 4-Stroke A / A Sr. / A Vet. / A Super Sr.

1st place each class \$200.00 2nd place each class \$100.00

*1st place 250 A & B Class \$250.00

SETRA ENDURO SERIES

10 Events:

*250 B / Open B / 4-Stroke B / B Sr. / B Vet. / B Super Sr.

*250 A / Open A / 4-Stroke A / A Sr. / A Vet. / A Super Sr.

1st place each class \$200.00 2nd place each class \$100.00

*1st place 250 A & B Class \$250.00

ECEA ENDURO SERIES

10 Events:

250 B / Open B / 4-Stroke B / B Sr. / B Vet. / B Super Sr.

250 A / Open A / 4-Stroke A / A Sr. / A Vet. / A Super Sr.

1st place each class \$200.00 2nd place each class \$100.00

*1st place 250 A & B Class \$250.00

ROCKY MOUNTAIN ENDURO CIRCUIT (RMEC)

8 Events:

250 A Open A Senior A 4-Stroke A

250 B Open B Senior B 4-Stroke B

1st place each class \$200.00 2nd place each class \$100.00

BLACKJACK ENDURO CIRCUIT (BJEC)

8 Events:

250 A Open A Senior A 4-Stroke A

250 B Open B Senior B 4-Stroke B

1st place each class \$200.00 2nd place each class \$100.00

TEXAS CROSS COUNTRY SERIES

8 Events:

Expert 250 Open 4-Stroke

Amateur 250 Open 4-Stroke

1st place each class \$200.00 2nd place each class \$100.00

MID SOUTH CHAMPIONSHIP SERIES

8 Events:

Expert 250 Open 4-Stroke

Amateur 250 Open 4-Stroke

1st place each class \$200.00 2nd place each class \$100.00

DISTRICT 36 HARE SCRAMBLES (California)

18 Events:

250 B Open B 4-Stroke B

250 A Open A 4-Stroke A

1st place each class \$200.00 2nd place each class \$100.00

SOUTHEASTERN ENDURO RIDERS

ASSOCIATION

8 Events:

250 B Open B 4-Stroke B

250 A Open A 4-Stroke A AA

1st place each class \$200.00 2nd place each class \$100.00

ELIGIBILITY REQUIREMENTS

● Only 1993 Husqvarna models are eligible and riders must complete a HTAC Championship form for each event, including IRS Form W-9 and Official Race Results.

○ All riders winning \$600 or more in gift certificates or cash (total for calendar year 1993) will receive IRS Form 1099 reflecting the total won (this amount is reported to the IRS) and will be responsible for all taxes.

● Contingency will be paid to registered owner only per the warranty registration card submitted to CNA by the dealer at time of purchase.

● Cagiva will pay contingency upon confirmation from promoter that rider competed on a properly qualified motorcycle.

● Minimum of five (5) riders in a class to qualify for contingency.

● Contingencies are paid only once at dual-sanctioned events.

● All winning riders competing in Husqvarna "Cash Contingency Program" will receive a check direct from Cagiva N.A..

See your dealer to find out how you can start cashing in on a New 1993 Husqvarna.

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THE FINAL STEP UP

*Program Rules and Eligibility Subject to Change Without Notice.

EASTERN NEWS



HARE SCRAMBLES CHAMPS

The 1992 NETRA Hare Scrambles Championship season is over once again, and it's no secret that Tommy Turtle Norton won the overall on his Team Mirage sponsored Honda. What you may not know is the rest of the class winners, and we have them right in front of us for your viewing pleasure (look for the complete class lists when we print the NETRA banquet story in the April issue or so).

Steve Formanek Jr. 125cc (Kaw)
Rick Claxton 200cc (Kaw)
Cris Crispin 250cc (Hon)
Patrick Timothy Open (KTM)
Phil Lemere Veteran (Hon)
Alan Desrosiers Senior (Suz)
Scott Baker Four Stroke (Hon)
Diane Comalli Women (KTM)
Paul Rose Junior (KTM)
Joshua McLevy Mini (Kaw)

NEW DUAL SPORT KAWASAKI

Kawasaki has quietly debuted a new dual sport machine for '93, and it looks like they're going right for the throats of the potential Honda XR650L buyers. The KLX650 is a road and trail bike with male-slider forks, a KX-style perimeter frame, electric start, and a 650cc liquid-cooled

engine. It's a slick-looking machine, and it'll really open up the choices available to the electric-start fans. Better yet, the KLX650 also comes in a dirt only model, dubbed the KLX650R, with a kickstart engine, longer suspension, and more dirt-oriented features, including the lime green color scheme known and loved by us all. Your Kawasaki dealer has all the details on these new machines.

MORE TIPS FROM JOE

Joe Morel, of Morel's Husky in North Attleboro, Massachusetts, is not a patient man. The thing that galls him the most is bike abuse, especially if you're abusing a Husky. Recently he called and told us about an observation he'd made, and offered this tip for our readers: "At the last few events I've attended, I've noticed riders having a problem with their brakes overheating and locking their front and/or rear wheels. After talking to the riders, I found out they had all changed their brake pads the night before. Further investigation revealed that they changed the pads by spreading the calipers apart, dropping the old pads and putting the new ones in. Then they're done."

"The problem is, they never remove the cover on the master cylinder, and this means the pressure created by forcing the fluid back (spreading the calipers) doesn't have anywhere to go, so it stays in the system and exerts a slight pressure back onto the new pads. This causes the pads to overheat, the fluid to boil, the wheel to possibly lock up and the lines may even burst. Do yourself a favor, and take the master cylinder cap off when you change your brake pads."

To which we might add: why not bleed your brakes and fill the system with fresh fluid at the same time?

region. For information, contact Sam at (404)934-2453.

NOTABLE OMISSION

Speaking of Tommy Norton, he ran an ad last month thanking all his sponsors, and somewhere along the way Roost Proof Racing, manufacturers of component protection gear, were left off the ad. Also, Tommy would like the world to know that the photo in the ad was taken by Jay Chittenden, one of New England's top race photographers, no doubt. Sorry for the omissions, we'll do better next time.

MAJOR RACE, MAJOR SPONSORS

One thing about events these days, you have to have sponsors to sweeten the pot and make riders want to enter. The bigger the event, the more support you need. Without a doubt, the biggest production in the north east this year was the Delaware State Enduro, and they had a list of sponsors as long as an ATK drive chain. Here they all are, in no particular order, so you know who's footing the bill for all those prizes:

Honda East Yamaha, Griffin Vehicle Service, Dirt Rider Supply, Diamond Motor Sports, Canyon Marina & KTM, Matto Cycle, Mt. Holly Yamaha/Honda, Town & Country Cycle, Track and Trail, Inc., Acerbis Plastica USA, Barry



The GARTRA club, at their first event.

NAMES AND ADDRESSES

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(203)875-5757
East Coast Enduro
Association
(ECEA)
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Browns Mills, NJ 08015
(609)893-7294
Pennsylvania Trail
Riders Association
(PATRA)
Box 77
Thomasville, PA 17364
Budds Creek Hare
Scrambles
P.O. Box 156
Budds Creek, MD 20650
(301)475-2000
Racer Productions
(AMA GNCC Series)
Route 7, Box 459
Morgantown, WV 26505
(304)594-1157

AMA

P.O. Box 6114
Westerville, OH
43081-6114
(614)891-2425

Southeastern Enduro and Trail Riders Association (SETRA)

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Roswell, GA 30077-1935
(404)532-6832

New York Hare Scrambles Series

(315)895-7654

District 4 Enduro Comm.

568 Whittier Road
Spencerport, NY 14559
(716)594-0384

District 6 Sports Association

P.O. Box 554
Lebanon, PA 17042
(717)272-6896

Blue Ribbon Coalition

P.O. Box 5449
Pocatello, ID 83202
(208)237-1557

FAST BREAK

There are active clubs, and then there are *active* clubs. The Georgia Recreational Trail Rider's Association fits into the latter category. According to their first news release, GARTRA hosted its first event only a month after filing its charter, which may be a record in modern times. The newly formed club hosted a trail management workshop in the Chattahoochee National Forest near Dahlgonega, Georgia. Thirty-three riders from around north Georgia attended the event, held in cooperation with the MIC, where they heard presentations on riding area management and trail design from MIC representatives.

GARTRA membership is already at 60 members and growing, and club president Sam Thomas pledges that the club will do their best to maintain and improve riding areas in the

Crone Racing, Bel-Ray Lubricants, DeVol Engineering, *Dirt Rider* magazine, Duralube Oil, Dyno Port Racing, Fredette Racing Products, Jart Roll Charts, Kal-Gard Corp., Kevin's Cycle Racing Supply, Link Racing, Maier Manufacturing, Inc., Oury Grips, Pro Circuit, Scott USA, Sprocket Specialists, *Trail Rider* magazine, TUF Racing, White Brothers Cycle Specialties, Wiseco Pistons, and Works Enduro Rider.

WHATEVER HAPPENED TO ORIGINAL THOUGHT?

Looking over the results sheet for the Delaware State Enduro, we've come across a little statistic that could sell just as many bikes as an

WHERE TO RIDE

January

1/31 Budds Creek Hare Scrambles
Budds Creek, MD (301)475-2000

advertising campaign...well, considering the scarcity of motorcycle advertising campaigns these days, it can probably sell *more* bikes. You scan through the results, and Delaware's is particularly good, because they tell us the bike brands that everyone rode. Every class is the usual mix of brands, until you get to the B Medium Lightweight class. All 20 riders in the B M/L class was riding the same kind of bike—the Kawasaki KDX200. It's not like there's nothing else to choose from. In the A Medium Light class we have a mix of Yamaha YZ200WRs and KDXs, but not in the B class; these guys are not an adventuresome lot!

We've seen this phenomena before, in NETRA hare scrambles, when almost the entire 200cc Amateur class was KDX mounted. Coming off the line it was like a wave of green rabbits charging at you in the woods. Scary sight.

STATISTIC TIME

Every year, the Motorcycle Industry Council prints their Statistical Annual, and each year it makes for some interesting conversational numbers. Like, did you know that in '91 unit sales for all types of motorcycles were up slightly, with the exception of off-highway and ATV sales, which were down, compared to 1990? What's more, the estimated population of dirt bikes in this country is only 700,000 units, compared to 750,000 in 1990 (ATV population is estimated at 2,100,000, just in case you were getting smug). According to other sections in the book, off-road motorcycle sales hit their peak in 1981, and since then it's been a long slide down. How's it feel to be part of a dying trend? Hey, the riding is fine no matter what, but remember what this does to your local dealer, who has been seeing his income drop steadily for the last 10 years. He needs your business!

FAREWELL, FINE SEASON

Well, we closed the book on another riding season; sorry to see it go. The final events for NETRA and ECEA were held on the same weekend, November 22nd. The Ocean County Competition Riders held their enduro, best described as a rough reliability run, and they seem to have taken three points away from everyone, which must have made the scoring fun. More on that next month.

NETRA's Chilly Chili turkey run happened on the same day, and we rode it once again in the rain, although this year in unseasonably warm 60+ degree weather. Heck of a good ride; the route sheet covered every bend in the trail (it was easily eight feet long), and it rained so hard you could feel the water puddling up in your boots as you rode. This too will be covered in next month's issue, once we dry out! □

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MOTOCROSS ACTION June, 1991

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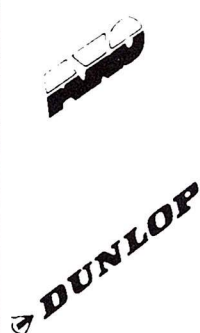
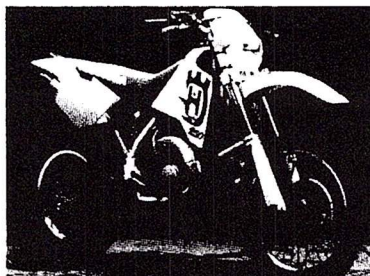
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THE REST OF THE WORLD



though he's well known to climb out of his skin on any drive over two hours long. "Did I tell you how far it is to La Paz?" he told us recently on the phone. "Exactly 845 miles, although it only feels like 1,428." The good news is that Jerry is doing an exclusive story on his adventure for all us here at *Trail Rider*, and the bad news is that it might run as soon as next month.

(303)936-2317.

MONKEY BUTT HEAVEN

How do you feel about long trail rides? No, I mean *long* trail rides; like maybe 1400 miles

TEAMS ANNOUNCED

KTM has announced their teams for '93, at least the top teams. They're pretty simple, actually. Jeff Russell will once again be riding for the Austrian marque, contesting the AMA National Enduro Series, and Scott Plessinger will be signed up one more time for the National Hare Scrambles series. Scott took the number one plate in '92, after battling long and hard with Scott Summers all season. Russell came within a hair's breadth of winning the national enduro series, but had to be satisfied with second this year (after winning it in '91). KTM Sportmotorcycle Inc. tells us that there will be more people riding on support programs for local KTM dealers in 1993, but as of this writing they do not have any firm commitments to announce.

YAMAHA MAY BE HOPPING

The contract agreement noted above between Jeff Russell and KTM puts to rest the strong rumor that Jeff was being courted by Yamaha once again. Still, even without the southern Ohio/West Virginia resident, Yamaha may be putting together a new assault on the off-road wars. When asked point-blank, officials at Yamaha Motor Corporation were brilliantly non-committal, which only means one thing: something *is* up, and we might have to wait a few more weeks to find out *what*.

DON'T WEEP FOR ME, BAJA CALIFORNIA

The annual Baja 1000 is history as you're reading this, and very recent history as I'm writing it. When the dust settled the obvious news was that a Kawasaki won it, piloted by the team of Danny Hamel, Paul Ostbo and Garth Sweetland. To give you an idea of the scope of their feat, they completed the 1028 mile race in 16 hours, 50 minutes; which puts their *average* speed at 61.33 miles an hour.

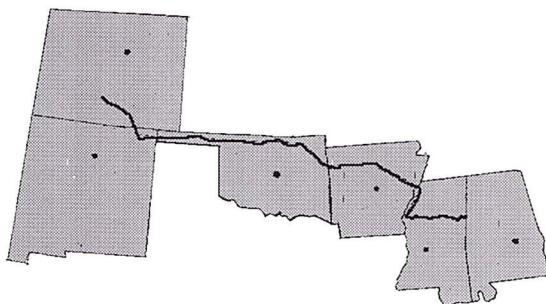
But that's not our major news here. The real story is that New England ex-patriot and *Trail Rider* amateur staffer Jerry Bernardo was hired by a Japanese magazine to drive a support van for their team, a job he accepted with glee, even

VINTAGE IRON

If you're interested in vintage bikes and racing, you'll no doubt want to pick up Vintage Iron: A Collection of Early Motorcycling, a 60-minute video available from Alpine Adventure Films, 3575 South Fox, Englewood, CO 80110; order toll free (800)532-5557. The film covers a wide range of topics, including restorations, racing, antique auctions, and tours of motorcycle muse-



Sam Corroero and his Monkey Butt trail.



ums around the world. Sounds like a winner, and the price is \$24.95 and \$5 shipping.

HOW ABOUT FREEZING?

We can't think of one reason why you shouldn't accept the invitation to join the '93 Elephant Mountain Conquest happening this February 14 at the Platte River Inn in Grant, Colorado. The promoters bill it as the highest, coldest motorcycle ride in the world. It is open to any kind of motorcycle you might want to enter, and the object is to ride over the pass to Idaho Springs within a few hours or so. One of the primary attractions is the free camping available on Saturday night, especially nice if your sleeping bag is rated for well below zero. Even better, you can gain comfort by knowing that the Elephant Ride is non-sponsored, non-sanctioned and the entry is free to anyone adled enough to enter...and there *will* be entrants! Be prepared for black ice, blowing and drifting snow, and avalanches, the flier says, this event is DANGEROUS and FUN, and the organizers are hoping for really lousy weather. Learn even more by calling BMW of Denver, at

worth, and more on the way. Mississippi resident Sam Corroero certainly likes it, and he's got a roll chart to prove it. "I've got the roll chart saved in my word processor," he drawled over the phone to us, late last fall. "It must be several hundred yards long by now, I'm not really sure. I do know it helps if I have three or four roll chart holders on my bars."

What Sam's talking about is an off-road route he's mapped out and roll-charted, reaching from the Alabama/Mississippi state line all the

way to Colorado. Sam has chosen the route carefully, using gravel roads, dirt roads, logging roads, river beds, single track trail, railroad grades, and very little pavement. "There might be some pavement where I have to jump off for supplies or a motel, but I've tried to avoid it." Sam admitted that the course would probably be best suited to a dual sport bike, for the sake of legality and comfort, and a big engine along with the biggest gas tank you could find would probably be a great idea. "This course runs through parts of the United States that most people have never seen, have never dreamed of. Down south here there are places like the deepest jungle, you've never seen anything like it. It is really beautiful!"

The good part is, Sam isn't interested in keeping this trail to himself. He'd like to find some people interested in riding it, and, he'd also like help finishing the last two stages—Alabama to Georgia and the Atlantic Ocean, and Colorado to the Pacific. He's trying to talk *Trail Rider* into giving it a go this spring, and we may just go down and ride a section or two. If you're serious about learning more about Sam's Monkey Butt project, contact him at 72 Chestnut Drive, Madison, MS 39110.

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NOTHING TOPS MAXIMA. NOTHING!

SKIPAREE!

A brand-new course is the best one yet

by Cindy Lemere, photos by Jay Chittenden

Petersburg, NY 9/13

Some things in hare scrambles—or is it life?—are well worth waiting for. After three years of moving the Skiparee event from course to course, the State Line Riders finally hit upon a prime track of virgin land. The course took four long, brutalizing months to piece together. Co-trail bosses Eric Perkhams, Paul Campbell and Max Parkes made sure that the wait was worth it though, by setting up a 7.2 mile layout that certainly lived up to the expectations of the best riders capabilities. After checking out the 1900+ acres available, the team managed to utilize some of the old logging trails as well as the winding waterbars, and then threw in some steep off-camber hills, downhills that were as hard as the uphills, and the usual tight woods riding. The end result was a fast paced, challenging course. The weather—sunshine, 70's nice little breeze—absolutely perfect riding conditions.

The club also did their first ever Blackwater-type start. Having no finely paved street to use,

they used the next best thing—a logging road running through the parking area. No hindrance here, and everyone got off smoothly.

The Women, Minis and Juniors, as usual, were the first out. They followed the same route as everyone else but only went around three times. Diane Comali of Dirt Works took a first for the women, Matt Simon the Juniors, and Jon Gosselin in this 5th debut ran away with the Mini class for his 4th time. Jon is turning out to be quite the unexpected surprise in the Minis.

Novices rode up to the line next for their tour of the course and four times around. Everything seemed like smooth sailing to most riders except for one rather overwhelming hill that caught some off guard. Just

when most thought they had reached the top, surprise, there was still more to go and a lap or two in saw a bit of jamming up, which hindered the faster riders.

Most riders like Craig Baker, Senior Novice winner, and Phil Steele, Novice Overall winner, though it was a great course, but felt they did most of the work that day by breaking the trails for the Amateurs/Experts.

The course was pretty whooped out and some good lines cut in as the Amateurs/Experts took their positions on the line. As the race began, Lee Helliwell (Cycle Competition) and Scott Phelps grabbed the lead by a considerable distance over Tom Norton and Chris Crispin, who were busy battling it out for the third spot. Helliwell held the first position for four and a half laps till his hose clamp broke, the engine seized, and it was good-bye Lee.



"Jay got this gnarly feet-up slide shot of me!" said Tommy Norton. So here's the shot, and there goes the winner!



Rick Erickson emerges from the woods on the way to the C Veteran class win.

Phelps then faded back after doing a crash and burn which ended up tweaking his handlebars. This left Norton and Crispin slicing and dicing for first. On the fifth lap, Crispin came through first with Norton hot on his trail. Minutes before the end of the sixth and final lap, Crispin (giving up his chance for a first overall) waved Norton by to finish about 10 seconds behind. A sign of a gentleman or just plain crazy? Who says nice guys finish last? This puts Chris top dog in my book. As to why he let Norton by, Chris just shook his head, gave that big smile he's so famous for and simply stated "I don't know. I guess cuz' I just wanted to." In spite of his hospitality, Chris did end up first in the AA class.

As for top underdog of the day, a tie goes to Bob Davidson and Steve Peloquin. Bob on his vintage 1986 Honda managed to place first in the 250A class after getting a flat tire on his fourth lap (and continuing to ride on it). He then ran out of gas about a mile before the finish and just continued to push his bike across the line.

And then there's Steve Peloquin who received a standing ovation for his fourth place in the Veteran Expert class. The ovation wasn't for the fourth place but for the fact he managed to finish at all. Steve rode the last few laps or so with his entire subframe missing. He must have received a great deal on some bolts from United Airlines -- you know, the ones that were holding the door that fell off over the Pacific Ocean.

As the hare scrambles season winds down, a lot of the class rivalries are really heating up

with some great battles going on and intense riding. The points separating the top five riders in some classes are so close that each finish in the remaining races are critical. I guess it won't be over till the last crash and burn.

Now to wind this down, a well-deserved thanks goes out to Eric Peckham for his diligence and hard work in finding course after course for this NETRA event and to the entire State Line Riders (20 members strong) for going the extra mile in making a good clean



First place 125 B winner Todd Levesque gets a wheel up off the start.

Skiparee Hare Scrambles Class Results		A Open		3. Bob Hebert HON	3. John Richardson KAW
Tommy Norton	HON	1. Michael Hines HUS		B Open	C 250
Overall Winner		2. Patrick Timothy KTM		1. Jim Kirchner HON	1. Jeff Cote
Steve Formanek, Jr. KAW		3. Brad Rotman HON		2. Brian Smith HON	2. Brian Brazean SUZ
A Overall		A Veteran		3. Sam Verdetto ATK	3. Michael Chop
Harold Brown HON		1. Max Parks KTM		B Veteran	C Open
B Overall		2. Phil Levere HON		1. Craig Colvin SUZ	1. John Malloy HUS
Phil Steel KTM		3. Gary Wolverton KAW		2. Bob Comali KTM	2. Glenn Giamarra KTM
C Overall		A Senior		3. Charles Hinkley HON	3. Bruce Bellinger KAW
		1. Jerry Randall HUS		B Senior	C Veteran
AA		2. Al Desrosiers SUZ		1. John Dunn KAW	1. Rick Erickson SUZ
1. Cris Crispin HON		3. Bruce Wilcox SUZ		2. Bill Durivage KTM	2. John Bristol ATK
2. Scott Phelps HUS		A Four Stroke		3. Roger Shultz ATK	3. Brad Robertson YAM
3. John Townslee KTM		1. Scott Hyde HON		B 4-Stroke	C Senior
A 125		2. David Devine HON		1. John Clark HON	1. Craig Baker HON
1. Paul Blanquart KAW		3. Scott Baker HON		2. David Winans HUS	2. Dave Townsend KTM
2. Kris Mooney KAW		B 125		3. Garth Brown SUZ	3. Gary Sheehan SUZ
3. Bruce Wilcox SUZ		1. Todd Levesque HON		Super Senior	C 4-Stroke
A 200		2. Bill York HON		1. Toni Moores KTM	1. Jon Fuchs SUZ
1. Tim Pydich YAM		3. Mark Saunders SUZ		2. Jerry Shinnors HUS	2. Ken Fortier HON
2. Erinie Sirois YAM		B 200		C 125	3. Chris Polacinski YAM
A 250		1. Eric McEachren YAM		1. Brian Chop KTM	Junior
1. Bob Davidson HON		2. Scott Colvin KAW		2. Daryl Cipperly HUS	Matt Simon SUZ
2. Kemp Stewart HUS		3. Art Menzel KAW		3. Fred Alden SUZ	Mini
3. Carl Binner YAM		B 250		C 200	Jon Gosselin SUZ
		1. Brooks Hamilton YAM		1. Mike Millette KAW	Women
		2. Scott Smith		2. Steve Rancourt KAW	Diane Comali KTM

event that was well organized. The State Line Riders and NETRA would also like to thank W. J. Cowee Lumber for the use of their land and the Town of Petersburg for their continued support in this event. The State Line Riders wished to express their gratitude also to Kemp Stewart and the Connecticut Ramblers for all their generous help with teaching them scoring.

To the rest, see you October 11 for CATRA II, the next-to-last stop on the tour. □

NETRA AWARDS NIGHT

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This year, the NETRA Awards Banquet starts early, for a full day of fun activities. At 11:00 A.M., an auction will begin the day, and you can get involved! Call now for a lot number (508)695-2061, and you can bring down anything you like—your old bikes, riding gear, parts, whatever—and we will auction it to the crowd, with 10% of the proceeds going to the NETRA Legislative Fund (the rest goes to you!). At the same starting time, there will be opening a display of Vintage machines, as well as manufacturers and dealers displays of the new '93 machines!

From 11:30 until noon, the Sheraton is sponsoring a lunch buffet, for only \$5.50, plus tax and tip. You can have lunch, meet your manufacturer's reps, and follow the auction until 3:30 P.M. At 4:00 we will present the top ten overall riders for enduros and hare scrambles, and the manufacturers will present their awards (you don't want to

miss it!). Happy Hour is also from 4:00 'til 5:00, with a cash bar and cheese board.

Dinner will begin at 5:00, and you'll have to order dinner tickets in advance. They are \$24 for adults, and \$17 for children. We will have dinner music and an actual dinner show you won't want to miss, with Windwood Hollow and Tye Won On. At 7:00 awards for all classes will be handed out, followed by more music and dancing. Finally, the evening will close with our drawing for a trip to Cancun, Las Vegas, or Orlando, or the equivalent value in a gift certificate for a new bike! Don't miss it! Don't be left out! Get your dinner tickets early, and register now for the auction! This is one day out of the year that you won't want to miss!

Information: Call Donna or Elaine at (508)695-2061, or the NETRA office at (203)875-5757.



LITTLE RHODY

The Little Rhody turns out to be Big & Mean

by Mike Snyder

West Greenwich, RI 9/27

Trail Boss Brad Silva had a stunned look on his face as he stared out over the parking lot. He was in the long time starting area of the annual Little Rhody enduro, the West Greenwich Fire Station, the day before the event. A Tropical Depression by the name of Danielle was currently dumping torrential rain and 30 MPH wind gusts on the New England state of Rhode Island, and it looked like all the nine months of hard work in setting up this event was lost. The weather would turn it from last year's most raved about round in both the ECEA and NETRA, into a muddy, miserable quagmire that no-one would want to come back to.

The rain seemed to come down even harder in the afternoon, and the local weather forecast proclaimed that more of the same was in store for the following day. As the last of the workers came into the start area from arrowing the course, the reports looked good. The riders claimed the course was holding up surprisingly well, considering the rainfall, and a slightly relieved Brad Silva looked pleased with what was said. He would just have to wait it out and hope that the weathermen were once again wrong with their prediction of rain, one more time.

Although cloudy, there was no rain the morning of the event and it looked like the club's prayers were answered. Brad sent the morning

front runners out a little earlier than usual, so if there was a problem they would have enough time to fix it. With sanctions in both the NETRA and ECEA, the event would prove to be a battle ground for the competitors in both series, as over 230 riders showed up to race despite the weather conditions. The 122 mile course (79 ground miles) would feature typical Rhode Island terrain such as miles of slippery roots and lots of rocks, the most famous (or infamous, depends on who you talk to) being the legendary Rock Garden, all contained in both the Arcadia State Forest and Big River/Carr's Pond Land Management area.

Surprisingly, the club didn't have to re-route much of the course despite the heavy rains, as Brad later explained, "We only had to cut out one new section yesterday because of the rain, which was part of an old hiking trail that the DEM allowed us to use. Everything else held up pretty good, even a section I thought we would definitely have to eliminate in the Pine Top area."

The event would also prove to be a show-down in the ECEA series as Michael Lafferty enjoyed a slim points margin over his brother Jack in the overall championship standings, and the Rhody could be a chance for the youngest Lafferty to pull clear. In the New England arena, current NETRA Champion Russ Stearns would use this event to try to catch the points leader thus far, Pat Royer, who was working the

event.

As the riders left the start at 8:00 A.M., many would fall victim to the first check, most notable being Stearns as he burned the check and began what would be a horrible day for the four-stroke Husqvarna champion. Later in the event, he would stall his bike and it would refuse to start for nearly 10 minutes, effectively ending his chances for a good finish and regaining the series points lead from Royer. NETRA 125A rider Kerry Clark also suffered from bad luck. He was riding well and in contention for a top placing, but dropped when a broken crank ended his day right after the gas stop.

NETRA riders weren't the only group that had the "bad luck bug" follow them as Michael Lafferty started the day flying. He was easily the fastest rider on the course, but he smashed his KTM's clutch case against a sharp rock just past the Rock Garden, ending both his day and the points lead. The eldest brother, Jack, smashed his foot hard against a rock, a habit he seems to be developing this year. Jack would grit his teeth and claim first place in the AA class despite his injury. The middle Lafferty brother, Richard, also DNF when his KTM blew its head gasket only 20 miles into the event.

For the first time in many attempts, Team Husqvarna/Scott/Motul/Shoei/Trelleborg/MS Racing-supported Kevin Hines finally got the job done, but it was not without a couple of problems "I had a good ride going in the morn-



Overall winner Kevin Hines (right) patiently waits for a stalled rider in the Rock Garden, a spot where blazing new lines is usually foolish.



"They want us to ride through that?" Jack Lafferty Senior prepares to dive into the last mudhole while son Richard offers advice.



Kemp Stewart finished third in the AA class, and ultimately finished second overall once again for the NETRA season

ing sections until I burned check six by one minute. My luck stayed a little sour as I got lost after the second tiebreaker check. I finally found my way back onto the trail but ended up behind (Phil) Oveland. He got stuck in a mudhole and I stalled my bike trying to get around him.

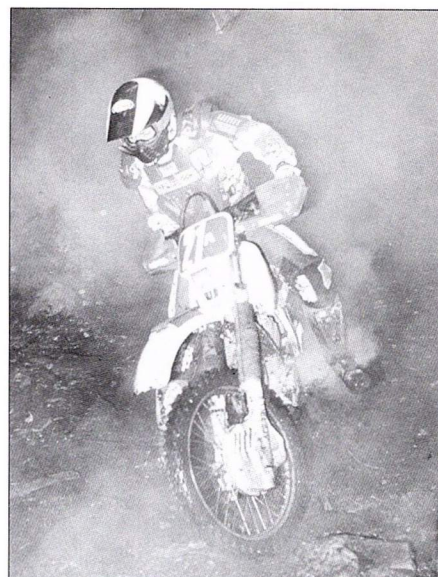
"He wasn't finished terrorizing me, as he covered me in mud trying to get himself out. I got stuck as well so I had to drag my bike and finally

got it started. Despite my attitude of taking it easy at these local events, I still crashed before the last section in Carr's Pond and had to ride my bike with badly twisted bars until the end. The event was very well organized and the checks were spot on as well as the mileage. Even with all the rain yesterday, the terrain held up pretty well and there weren't too many trouble spots out there."

Fellow Husqvarna teammate Fred Hoess claimed the third overall position despite the fact that he post-entered and rode on minute 56. "I wasn't sure that I was even going to come but decided to make the journey last night. I was caught up in major bottle-necks all day and fallen bikes everywhere in some of the tougher sections. I was using this event as practice for the Delaware National in a couple weeks, so I'm happy with my finish today."

One particular ECEA rider who was especially happy with his win was 125A stand-out Dale Hiles Jr., as he wrung his Yamaha 125 to the max to claim the class win as well as the series 125cc overall. "The event was excellent today, definitely a lot better than the previous two ECEA rounds in Pennsylvania," exclaimed Hiles at the trophy presentation. "I only had a couple of falls despite all the slippery roots out there. All I had on my mind was to wrap-up the title today, and I'm pumped that I was able to do it."

Another rider who has been scorching the ranks is Kawasaki rider Alex Camacho. A first year ECEA competitor, Alex started out the year as a C rider but quickly moved up to the B class. He claimed the 125B class win despite his



Jim Mitchell steams his big Honda thumper into the Rock Garden. Jim was fourth AA.

insistence that he has a personal fear of slippery roots, and this wasn't the event you would want to be entered in to avoid that sort of terrain.

One NETRA competitor who continued his win streak at the Rhody was G & G Kawasaki supported Dave Gunn, as he claimed the A High-point, besting 125A winner Hiles by only six seconds. "I really enjoyed myself out there today," said Gunn afterwards.

Even though the turn-out for C class riders



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was down from the previous year, the C riders who braved riding the event all claimed the ride was a blast. C High Point winner and NETRA member Mike Silva said after accepting his trophy, "The event was definitely a top shelf effort, the club outdid themselves with this one. Momentum was the key to victory out there

today, and if you lost it, you were going down."

One rider visiting with Kevin Hines was Phil Oveland, who hails from the Hawaiian Island of Kauai. For those of you who don't remember Phil, he used to be a southern Californian motocross hot-shoe, claiming the CMC (Continental

Motorsports Club) number one plate a couple years in a row back in the late 80's. He moved to Hawaii soon afterwards and is one of the main people responsible for organizing the famous Mauna Kea 200, and winner of the number one plate in the Hawaiian Hare and Hound series. After claiming the A Open first place trophy, he explained his ride. "I had a great time today. I just kept plugging away and about the only problem I had was my forks pumping up after the gas stop which caused the bike to wallow pretty bad in the afternoon sections. Surprisingly, the terrain is a lot like back home in Hawaii. We have the slippery mud and lots of roots too. About the only major difference, besides the climate, would have to be the rocks you have around here are more embedded into the ground and the lava rock we ride on are mostly loose, very marble-like and much sharper."

Trail boss Brad Silva and the club would like to extend a special thanks to the Eastern Long Island Motorcycle club for coming up and running three checks. They have fallen on some hard times as the local DEM in Long Island decided to close off all their riding areas, leaving them between a rock and a hard place. Despite all these problems, the club has stuck to their unique rule that a rider who either competes in hare scrambles or enduros, or even rides a turkey run, has to work at least one event or they are kicked out of the club for good.

□

Little Rhody Enduro Overall High Point

Kevin Hines

A High Point

Dave Gunn

B High Point

Stewart Crouch

C High Point

Mike Silva

AA class

1. Jack Lafferty Jr.

2. Fred Hoess

3. Kemp Stewart

4. Jim Mitchell

A125

1. Dave Hiles Jr.

2. Steve Formanek Jr.

3. Ron Stavens

4. Robert White

A200

1. Robert Moon

2. Keith McIntyre

3. Craig Shenigo

4. Ed Hamilton

A250

1. Rick Claxton

2. Todd Reder

3. Mont Fairfax

4. Chris O'Brien

A Open

1. Phil Oveland

2. Donny Lingle

3. Dan Cowan

4. Guy Hill

A Four Stroke

1. Jeff Walker

2. Paul Guldemand

3. Glenn Gater

4. Kevin Monahan

A Senior

1. Scott Wolfersberger

2. Fred Burnham

3. Charles Stapleford

4. Dave Kelly

A Veteran

1. Steve Formanek Sr.

2. Max Parkes

3. Richard Hines

4. Peter St.Pierre

B125

1. Alex Camacho

2. Paul Blackwell

3. Kerry Koeller

4. Bryan Chop

B200

1. Jeff Kirshner

2. Tim Shepps

3. M. Dean Spencer

4. Fran Gaulin

B250

1. Mike Kelly

2. Brian Smith

3. Jim Joyal

4. David Richardson

B Open

1. Ron Duponte

2. Peter Tamagini

3. Michael Cyr

4. Scott L'Heureux

B Four-stroke

1. Don Testerman

2. Randy Fernan

3. Tom Farley

4. Fredrick Schalek

B Senior

1. Ron Courtemanche

2. Mike Vandvich

3. John Dunn

4. Tom Leveque

B Veteran

1. Charlie Canedy

2. Layne Duttlinger

3. Mark Duffy

4. Richard Mitchell

B Super Senior

1. Irwin Morseff

2. William Wall

C125

1. Frank chop

2. Matt Kerns

C200

1. Paul Corville

2. Paul Cochran

3. Emory Allaire

4. Mark Bouvier

C250

1. Art Pepin

2. Rudolph Dombi

3. Dan Langer

C Open

1. Chris Tsokalas

2. Tim Gallagher

3. Steve Tougins

C Four-stroke

1. Steve Fastert

2. John Conshole

3. Geoff Wuriltzer

4. Dale Ploski

C Senior

1. Paul Dumais

2. John Vernutzy

3. Toni Moores

4. Ed Blum

C Veteran

1. Mark Adams

2. Pat Guiney

3. Larry Smith

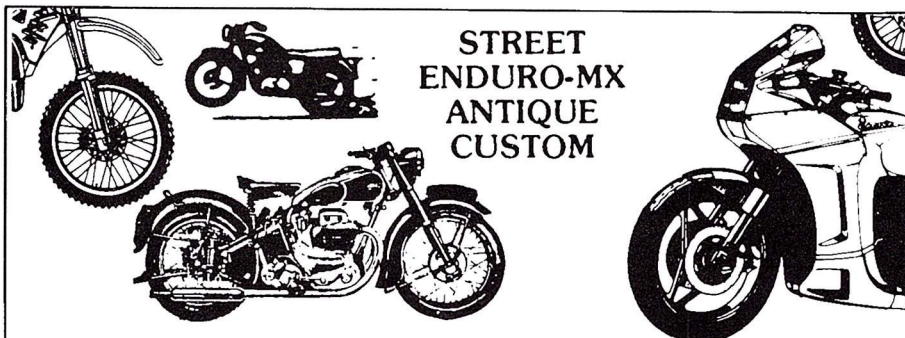
4. Veron Martindale

C Super Senior

1. Joseph Galie

2. Irvin Moiseff

3. Bill Wahl



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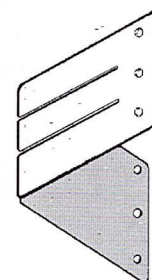


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1993 KTM 250E/XC

Radical changes for KTM's mid-sized enduro bike

Henderson, NV 10/5

In order to see what the KTM situation was for '93, we found it necessary to go to Nevada for KTM's western dealer introduction. Our decision wasn't influenced at all by the crummy eastern weather at the time, or the fact that the meeting was happening in Las Vegas, where it was sunny and a dry 90 degrees outside. Naah. It's our job to know these things; that's why we headed west.

While there, we had a chance to go out for a ride on one of the new bikes, along with KTM's Marketing Manager Scot Harden and '91 AMA Enduro Champion Jeff Russell. We took pictures of Jeff on the bike, and there's a little bit of explaining necessary here. The bike we rode, which is the bike shown in the pictures, is actually a '93 250 E/XC. For some unexplained reason, it had been fitted with plastic from a 300 E/XC and we had no 250 decals to cover up the error. So just take our word for it—this is a 250, not a 300!

MO' MOTOR

Every year, we ride a new KTM and declare that the KTM engineers have finally wrestled the last possible ounce of horsepower from their 250cc engine, and every new year we have to amend our declaration once again. This year is no different. Although the KTM people haven't announced

sweeping changes for the 250 powerplant this season, once again they have found more horsepower and torque for us to play with.

They dug out this extra horsepower by massaging the intake system and carburetor, the exhaust system, and completely replacing the powervalve with an updated design. They also redesigned the clutch to lighten up the pull and

clutch on this bike dragged a bit. We cured it with an adjustment, and then had to adjust it the other way later. It was acting very strange for a stock KTM clutch, and then we found out that the Service Department was testing out some new Barnett clutch plates in this bike. Oh well. All we can tell you is that a stock, yet well used 300 we also had along exhibited the usual decent KTM clutch action.

The shifting was a little notchy on the bike we tried out, a fault that was made more obvious by the fact that we'd spent the last week riding a slick-shifting Japanese bike. KTMs have always been stiffer-shifting than the Japanese offerings, and it's mostly a matter of taste whether you like the European long-throw shifting or prefer the Oriental method. Also, you can never tell if someone at the factory put the shift shaft in dry. We always prefer to pull the shift shaft out of a new KTM, slather it with Never-Seize, and then slide it back into the clutch cover. This little trick will slicken up the shifting on any bike.

The front brake felt good and strong on this bike, and the rear was exceptionally strong. It was hard to appreciate it, since the Nevada desert terrain offers zero traction at best. In other words, just *breathing* on the rear brake locked it up...and then, grabbing the throttle would spin the rear wheel. It's an interesting place to ride. Once you've been there a while you get used to it.

WICKED FRAME

Without a doubt, the most obvious change to the '93 250 (and 300) is a whole new frame with a modified shock position. This new shock is 20mm longer and moved further forward in the frame, compared to the '92. The final results was a lower seat height (not really noticeable), a more centralized mass, and more rear wheel travel. In addition, they either pulled in the fork rake a tiny bit, or the change in rear geometry helped to shorten the rake. Either way, the new bike feels much more nimble than the '92 KTM, and *that* bike was no slouch in the woods. The best way to describe the new chassis is nimble and light-footed; it takes a very light touch on the handlebars to change direction, and while you may expect the bike to be very skittery, it is actually quite sure-footed. KTM also claims a more centralized mass also improves handling, although without a '92 on hand it's very difficult to make a direct comparison.

Basically the handling is excellent, far better



KTM's futuristic design covers up a myriad of detail improvements that have radically altered the way the 250/300 works.

help keep all this Hp going to the back wheel.

The increase was obvious by the way the E/XC handled its transmission ratios. For real serious competition and aggressive woods riding, we've never been great fans of the wide-ratio E/XC-style transmissions. The wide ratios are great for cross country high-speed riding or trail riding, but in tight woods you'll nearly always find wide gaps between gears to annoy you—say, fourth is too tall and third is too low. This is why most really serious racers use converted MX bikes, or, in the case of KTM riders, possibly the D/XC close-ratio models.

Well, the '93 250 may change our minds. Although we rode in the endless Nevada desert, with nary a tree in sight, it was obvious that this new engine's increase in available torque has made it child's play to span the E/XC's wide-ratio gears. The power is real smooth, real strong down low, and—for once—the KTM always feels like it's in the "right" gear. This E/XC is a lot more raceable in stock form, and should increase its appeal to all manner of riders.

The E/XC starts real easy, characteristic of a KTM. The kickstart lever is short and spins the engine about a million times on the way down; if it doesn't start on the first or second kick there's something wrong—like you left the spark plug on the bench or something. The



This 250 feels much lighter and more nimble than the '92. The seat/tank junction is 1.5 inches narrower, for example, and you can feel it on the trails.

than the good manners we all knew from last year. The new shock and forks seem quite good as well. At first, the bike was hammering us in the rocks. We stopped and checked the clickers and found them to be way off base—shock compression turned all the way up, one fork set on 2, the other on 6; you know, just like a display bike. We set them up with the front rebound on 2, front compression on 1, rear compression on 4, and rear rebound on 6 or so. Much better. Changed the whole character of the bike. What felt good before now felt great, and the bike worked well out in the open. We can't even predict how this suspension will react in the eastern woods, but we will hazard a suggestion that a fast hare scrambles rider may not even have to do anything to these suspenders, other than fiddle with the stock adjustments.

Woods riders and nasty rock riders...well, who knows. Some '92 KTM pilots left their suspensions alone all season last year, and liked them fine. This year, the whole setup feels even better right out of the box, but it all depends on your own personal preference. Suffice it to say they're the best we've felt yet.

One of the best parts of the bike is the new seat design. Finally, they have gotten rid of the "hole" in the front of the seat. You know, the spot you naturally slid into, and would have to pull yourself up on the bars to slide forward on the tank, or push back to get over the rear fender. Well now, the seat is flat all the way across, making you feel like you're on top of the bike, rather than *down* in it. Some guys might like the down in feeling, but you have to try this. It is so much easier to move around on the new KTM that anything else is a joke.

At the same time, the new frame and seat has allowed a reduction of about an inch and a half on width, at the seat/tank junction. This has made the bike feel positively skinny, making it even easier to move around on. If you've been paying close attention, you're starting to get the idea: KTM has just about made this bike the Austrian equivalent of the Honda CR250, and

SPECIFICATIONS KTM 250 E/XC

Engine Type: Liquid-cooled 2-stroke
Displacement: 248.6cc
Bore/Stroke: 67.5 X 69.5mm
Transmission: Five-speed
Gearing: 14/50
Chain: Regina o-ring
Tank Capacity: 13 liters (3.2 gal.)
Carburetion: Keihin PJ 38mm flat slide
Ignition: Motoplat CDI
Forks: WP Multi Adjuster
Suspension Travel: 300mm
Front Brake: Hydraulic disc
Front Tire: Metzeler Unicross 90/90X21
Rear Suspension: WP/Pro-Lever
Suspension Travel: 345mm
Rear Brake: Hydraulic disc
Rear Tire: Metzeler Unicross 120/90X18
Seat Height: 944mm
Wheelbase: 1483mm
Ground Clearance: 386mm
Claimed Dry Weight: 224.8 lbs.
Suggested Retail Price: \$4769



Jeff Russell, riding the 250 (in 300 plastic) in the Nevada desert.

it's not a bad design to mimic. They even made a new 13 liter tank for the E/XC, and swear that it's the same width as the SX tank. Now they call it a fuel cell, by the way, and wrap the radiator shrouds all around it, like the Husky, although they use a gray tank so you can see the fuel inside while you're pouring.

The stock tires are Metzeler Unicross; a good all-around choice. The E/XC machines come with lights, odometer and a spark arrestor, and a limited 30-day warranty (no matter whether you race or not). All of the bikes are also coming with a \$300 Customer Care kit until January 1, which consists of an extra air filter, piston rings, brake pads, and a variety of other parts you'll

need for maintenance. It's a useful kit, and should take some of the sting out of the 250 E/XC's suggested retail price: \$4769, not including tax, title, setup or freight.

Pricy, yes, but for that money you get a genuine race bike, with everything you need to go out and win enduros and hare scrambles on. We have it on good faith that Jeff Russell rode a stock '93 250 in both the final California national enduro and the Delaware State national, and he won Delaware overall. He rode a stock bike because, to him, it felt just about as good as his modified '92, and it looks like he was right. For an out of the box racer, where can you get a better deal? □

TRAIL RIDER TOOLBOX

by Mark Uth

Hydraulic Brakes

Part 1: Brake Fluid Bingo

This month Toolbox is going to kick off a two or three part series on hydraulic braking systems with an in-depth look at hydraulic brake fluids. Later in the series, maintenance functions like bleeding techniques, caliper/master cylinder rebuilding and repairs will be addressed. As usual we're going to discuss ways that the non-professional can stretch their budget as well as how things work under typical eastern slimy conditions.

Hydraulic braking systems, or in lay terms, disc brakes, are among the greatest improvements incorporated into off-road bikes in the 1980s. Long life, minimal maintenance requirements, and great dependability have come to be taken for granted on today's MX and enduro models. Unfortunately, because they require so little maintenance, few backyard mechanics ever gain experience in isolating and repairing previously alien components such as calipers and master cylinders, and consequently find themselves at a loss when catastrophic failure does occur.

One of the best ways to avoid failure of hydraulic brake system components (HBSC from here on in) is to take care of them properly with frequent changes of fresh, quality brake fluid. We'll tell you why a little further on. However, the term "quality brake fluid" is elusive in itself. As with fuels, motor and pre-mix oils, plenty of choices exist regarding which fluid to use. Brake fluids are defined as those fluids designated for use with elastomeric components (cups, seals, hoses, etc.) made of styrene and butadiene rubber, ethylene and propylene rubber and polychloroprene brake hose inner tube stock of natural rubber. Discussions over the merits of OEM versus aftermarket variety versus automotive type fluids often arise, sometimes heatedly. The challenge is to determine what's going to work best in your trail bike at the most reasonable cost.

Characteristics of the brake fluids commonly used in your motorcycle, whether its intended use is street, off-road or cross training (dual sport), are specified by the National Highway Traffic Safety Administration (read: Uncle Sam). This is actually good because instead of having to evaluate a multitude of brake fluid options,

your choices are essentially narrowed down to three. The DOT has established grades DOT 3, DOT 4 and DOT 5 for use in motor vehicle applications (including motorcycles). These standards specify things like boiling temperature, viscosity, lubricity, stickiness, temperature stability, seal swelling characteristics, etc. Fluid boiling point is most often referred to when comparing fluids, and, although it doesn't tell the entire story for a given fluid, it does provide insight for analysis. The DOT rates brake fluid boiling points in two ways. The first is called the equilibrium reflux boiling point (ERBP) and the second is called the wet ERBP. Minimum requirements of the various DOT grades are listed in the table.

DOT Minimum Brake Fluid Boiling Points

	DOT 3	DOT 4	DOT 5
ERBP	401°F	446°F	500°F
Wet ERBP	284°F	311°F	356°F

The difference between the standard and wet ERBPs is that the sample fluid is *hydrated* (mixed with water) prior to wet ERBP testing. The amount of water added (only 3.7%, by weight) can be seen to cause a big drop in fluid boiling point. Obviously, water contamination is a big problem that greatly effects brake fluid performance.

So, it's not surprising that water tolerance is one of the more important performance factors for motorcycle applications. All brake fluids are naturally hydroscopic, meaning they will try to pull water from whatever they come in contact with (like air or even the materials used for seals and hoses). The best way to reduce the effects of fluid hydration is to minimize the amount of water in the fluid to begin with. This can be accomplished in several ways. First and foremost, change your fluid often. This brute force method simply replaces your old hydrated brake fluid with fresh new fluid.

Next, avoid using fluid from previously opened containers. What? Yes, once a fluid container has been opened, the fluid begins to absorb water and performance deteriorates. Try buying brake fluid in small containers instead, and using it all at once. Finally, if you do have fluid left over and want to use it sometime in the future, transfer it into a smaller container that traps less air inside it (glass preferably), seal the cap proper, and store it in a cool, dry place.

Another option, DOT 5 grade brake fluids are typically silicone based synthetic derivatives that are supposed to offer continued performance despite increased water contamination (in

addition to the inherently higher boiling points noted above). Although compatible with HBSCs designed for DOT 3 or 4 service, most OEMs neglect to recommend its use. Additionally, it's kind of pricey at 3-4 times that of DOT 3 or 4.

Other brake fluid characteristics important for motorcycle users are temperature stability and color. One trick for determining the characteristics of a brake fluid of questionable origin is by the DOT mandated color: DOT 3 & 4 brake fluids are clear to amber; DOT 5 is purple. Hydraulic mineral oil (green) and hydraulic jack fluid (red) are not to be used in motorcycle brake systems as they will damage system components.

Temperature stability is one of the big selling points of alternative/aftermarket brake fluids. Temperature stability describes the phenomena that brake fluid boiling points decrease through abuse, meaning that repeated overheating will cause the resistance to boiling to decrease. Silicone based fluids are supposed to have the best temperature stability, and are reported to retain their original boiling point despite repeated abuses. Aftermarket brake fluids like Motul 300 C (dry ERBP of 572 °F, DOT 3 rating), boast improved boiling resistance and temperature stability as well as other enhancements over the basic DOT requirements. Unfortunately, it's difficult to determine how much better they really are over standard DOT grades without lengthy laboratory testing. None the less, you'll find most professional race teams that compete in events that push the limit of HBSCs (like road racing) frequently opt for aftermarket brake fluids.

Thanks to the DOT, all containers in which brake fluids are sold are required by law to list the fluid grade and boiling temperature. Take note, however, that the boiling temperatures listed on containers are typically, but not always, the wet ERBPs of the fluid. By comparing the boiling temp to the DOT grade you can determine what you're actually dealing with. Since DOT 3 and 4 brake fluids are nearly interchangeable and comparably priced (about \$2 for 12 ounces), it's foolish not to use DOT 4 for its higher boiling point. Castrol makes a DOT 4 fluid that's sold in automotive stores that we've had good luck with. In regard to expensive aftermarket or synthetic brake fluids, we'd avoid spending the extra cash unless problems or heavy use warrant it.

The real message here is this: If you want the best reliability for your hydraulic brake system, change the fluid often. If you want the highest boiling point you can get, change the fluid before every race. Stay tuned, for more brake system tips next month. □

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SPLITFIRE

Michaux Enduro

What a difference a year makes....

by Mark Uth

Shippensburg, PA 9/13

For the past few years, the local riding crew has always agreed upon the merits of making the westward trek to Shippensburg for the annual Michaux Enduro. You could probably say that we've had a collective soft spot for the event, and in not unflattering terms came to refer to it as "Beehive West." What kept bringing us back wasn't hard to figure out: nice terrain and scenery, gentleman rocks, neat camping area, and normally fine weather around that time of year. That's not to say the occasional thrashing wasn't handed out; it was. But the club forgivingly planned breaks and resets that permitted virtually all riders sufficient time to collect themselves.

This year, the South Penn Enduro Riders ambushed the whole lot of us! And from the look of the results sheet, we were not alone. Several factors, like course speeds, mileage, resets (or lack thereof), hills (and resulting bottlenecks), the alignment of celestial bodies, PMS, the ozone layer, etc., all seemed to combine to turn the expected timekeeping trailride into another grueling enduro. Ugh!

To cut to the chase, the bottom line is that the course laid out by trailboss Bob Shegart and evil assistant Jerry Stake was tougher this year than expected. That's not to suggest that everything about the enduro went down the loo either. One such bright spot is the starting area located at Big Flat. This mountain top field provides virtually unlimited grassy tent sites with a scenic panorama. The site is privately owned so there's no hassles with reservations or rangers, although it is primitive and has no provisions for water, trash removal or other amenities.

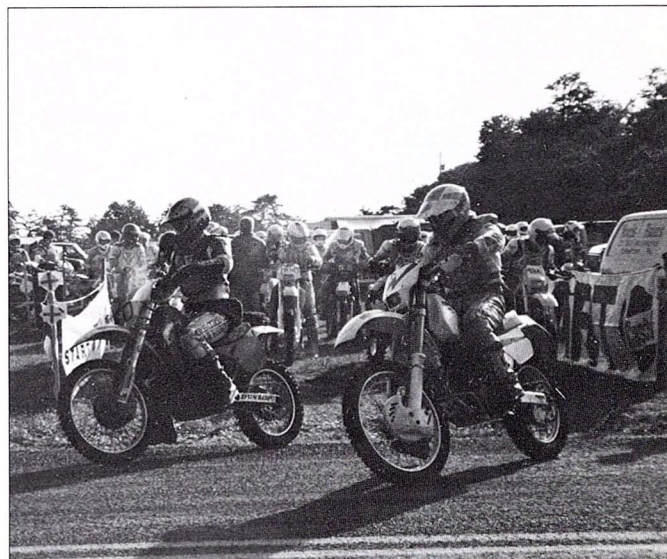
Food for the weekend was available via concession trucks like the ones used at fairs. And finally, the weekend weather was simply perfect—slightly cooler than average temperatures with sunny skies and daytime highs around 70 degrees.



"Let's see, I'm feeling good, the bike is running fine, the weather is beautiful...so why did I just endo?" Fun on the Big Hill.



Parting the waters. There was enough rain before the event to seriously affect anyone who was lax about waterproofing.



The start was out of the Big Flat ATV area, arguably one of the best places in the region to start an enduro.

The course laid out by SPER was longer than recent offerings, totaling up to a shade under 100 ground miles. It was split into two fairly long loops, the AM loop weighing in at a whopping 52 ground miles. The loops were divided by a 20 minute gas stop and, due to their length, each included a gas available as well.

One of the big surprises for the day were the high speed averages frequently posted on various road sections. Throughout the course, riders were greeted with dirt and paved road sections on which 30, 36 and even 45 MPH speed averages were required. Many dirt roads within the state forest included numerous switch backs, blind curves and non-race vehicle traffic. Despite this potentially hazardous mix, they were frequently run at 30 or 36 MPH speeds and caused many riders to fall behind just for safety's sake.

Course trail sections were largely composed of established single track and/or abandoned two track. Trail conditions were invariably dry with plenty of up and downhill jaunts, mild tightness and an occasional rock garden included to keep northerners and westerners happy.

NO WAITING

Loop one wasted little time in throwing riders into the fray. Last year's final points taker, affectionately known as the Hell Trail, was run first thing in the morning, only a few miles out from the start. This year, however, the trail was run backwards, which changes it into a predominantly down hill run and none too scary. The highlight of loop one was the same killer down hill as used last year. Again the pre-race meeting recommended that riders bulldog their bikes down this section and again riders ignored this advice. Some paid the price. The loop contained numerous points taking sections making it more difficult than either loop last year. Having already taken enough points to decide the race, most incorrectly expected SPER to take it easy on riders in the afternoon.

After the gas stop, there was no start control so most riders cut the short 20 minute respite

Michaux Enduro Class Results

Jack Lafferty Jr. KTM 17
Grand Champion

Mark Spence KTM 28

High Point A

Jeff Kirchner KTM 28

High Point B

AA

1. Mike Lafferty KTM 21

2. Fred Hoess Hus 22

3. Bill Atkinson KTM 24

4. Chris Smith Suz 25

5. Mike McHale KTM 26

A Lightweight

1. Dale Hiles Jr. Yam 32

2. Rob Farber Hon 37

3. Marc Gaertner Hus 49

4. Bob Agonis Hus 63

5. Mike Samson KTM 72

A Medium Light

1. Ed Hamilton Kaw 29

2. Ketih McIntyre Kaw 33

3. Robert Mohn Kaw 34

4. Chris Garber Yam 34

5. Dale Waxmunki Kaw 37

A Medium

1. Richard Lafferty KTM 29

2. Chris O'Brien Kaw 31

3. Marc Grossman Kaw 33

4. Mark Marcin Suz 39

5. R. Marcinkewicz Kaw 47

A Open

1. Dean Spencer KTM 32

2. Marty Graver KTM 36

3. Anthony Tomasello Hus 39

4. James Smith Hus 41

5. Howard Moody KTM 41

A Four Stroke

1. Matt Spiglmeyer Hon 29

2. John Cushing Hon 32

3. Steve Chapkovich Hus 39

4. Glenn Gater Hon 47

5. Russ Hancock Hon 62

A Veteran

1. Hank Stankiewicz Yam 29

2. Cliff Tenney Yam 36

3. Eric Koeller Hus 37

4. Lloyd Gottshall Kaw 44

5. Jim Gusselman Yam 46

A Senior

1. S. Wolfersberger Yam 35

2. Charles Stapleford Kaw 37

3. Roy Fleigaufl Hbg 40

4. Tom Ebersole Hus 41

5. Rich Trader KTM 53

A Super Senior

1. George Clickner Hus 44

2. Pete Parlett KTM 45

3. D. Kirkpatrick Hon 58

Women

1. Kathi Cambell Kaw DNF

B Lightweight

1. S. Leatherwood Yam 34

2. Ron Murhon KTM 48

3. Todd Geesey Hon 70

4. Alex Comacho Kaw 102

B Medium

1. M. Dean Spencer Kaw 32

2. John Neifert Kaw 41

3. Robert Morris Kaw 42

4. Tim Shepps Kaw 42

5. James Brethauer Kaw 46

B Medium

1. Lewis Smith KTM 33

2. Dan Foster Kaw 35

3. Jeff Botsford Yam 42

4. Kenneth Law Suz 42

5. Doug Stoltz Hon 48

B Open

1. Lawrence Gordon Suz 33

2. Larry Poplin KTM 37

3. Todd B. Way KTM 43

4. Mark Venanzi Hus 46

5. Louis Rizzatti Hus 46

B Veteran

1. Stewart Crouch Kaw 31

2. Don McKeenan ATK 34

3. Tim Kevski Yam 37

4. Greg Ziplinski Yam 43

5. Mike Miller KTM 45

B Four Stroke

1. Chris Gee Hon 32

2. Alan Brown Hon 38

3. Jeff Focht Hon 38

4. Don Testerman Hon 38

5. Alan Wolfe Jr. Hon 45

B Senior

1. Mike Vanovich KTM 72

2. Jim Jenkins Kaw 144

3. Ken Buchel Kaw 164

B Super Senior

1. Ken Schaefer Hon 148

2. Bill Wahl Sr. Kaw 258

C Lightweight

1. Gerald Perlak Kaw 49

2. Mark Steagle Kaw 55

3. David Tlack Kaw 60

4. Mike Woutersz Yam 75

5. Bill Edmonds Kaw 75

C Medium

1. Jack Baker Suz 55

2. Jeff Felts KTM 59

3. Michael Myers Suz 76

4. Chris Laughan Hon 80

5. Steve Ritchie Hon 85

C Open

1. James Reber Sr. Kaw 78

2. Joe Kraft Hus 149

C Four Stroke

1. David McCoach Hon 71

2. Rick Resh Hon 121

3. Lyle Schappell Hon 128

C Veteran

1. Mike Miller Kaw 61

2. Bruce Geiselman Kaw 68

3. Steve Smith Kaw 74

4. Robert Haney KTM 121

5. W. Brickhouse Suz 130

Teams

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even shorter in order to leave early and get a jump on potential afternoon surprises.

Loop 2 ran much of last year's first loop, however in the opposite direction. This subtle change caused several previously easy downhill sections (three to be exact) to become difficult and sometimes impassable uphill climbs. The first climb was a rutted and eroded two track on which scores of bikes became stuck and blocked the trail. This prevented anyone from getting the running start required to surmount the hill. Riders pushed, pulled and clutch-abused their way up. Someone could have made a fortune selling Prestone at the top.

Not long thereafter, riders were greeted with a long, winding single track trail section that made its way up another mountain. The final few hundred yards of this section were acutely off camber and again resulted in bottle necks of broken bikes and beaten riders. However, the carnage was not yet complete. The first hint of real impending doom was the heavy traffic going the *opposite direction* in a small valley between the last off-camber hill climb and one yet to be scaled, a little further along the trail. Stopping a group of riders headed the opposite direction revealed that this final obstacle was the knock-out punch to many this day.

This final climb was a seemingly innocent, quarter mile or so, long gradual climb up the hillside. Innocent, that is if you consider loose boulders and leaf mulch a satisfactory diet for traction. Again the smells of boiling radiator fluid, burning clutch plates and rubber filled the air. With the cumulative time lost over the three sections, many riders holed out at the check-out. Thankfully for the rest, the ride from there on in was pretty easy.

The day's results reflected the unrelenting nature of the course. Scores in even the A and AA classes were considerably higher than one might have predicted for the Michaux event. Cleaning the rest of the field by a full four points was Grand Champion Jack Lafferty, Jr., who dropped 17 points on the day. A tribute to the course's difficulty, all six AA riders entered for the day filled the top six overall slots. KTM 250 rider Mark Spence filled the seventh overall slot and took home the High Point A prize with a 28/368 score, narrowly edging out High Point B champ Jeff Kirchner (28/422) on tie breaking seconds.



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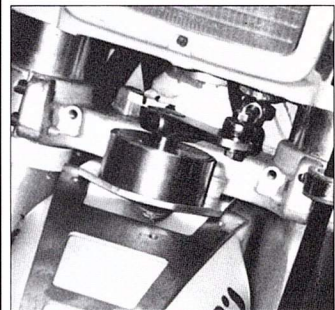
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No High Point C trophy was awarded, however the best score turned in for the day was by KDX rider Gerald Perlak, who carded 49 to beat his next closest competitor by six points. The club had procured over 100 trophies for the event which works out to roughly a trophy for every 3 entrants. Top finishers were awarded handmade trophies made from local red oak stock. Event sponsors (Woods Riders in Dallastown, PA) kicked in some equipment giveaways that were distributed within the C Class as well.

In the aftermath of the race, even club officials have appeared sheepish during discussions over the unexpected turn of events. The results sheet only listed 203 riders who turned in cards (of which 61 were DNFs). The best available estimate suggests that there were 264 starters for the day; from the results sheet 142 riders successfully negotiated the entire course and turned in cards. That makes for a DNF rate of a shade under 50% across the board, and might turn out to be the worst in this ECEA season.

Several pit crew members solicited suggested that the spectator/pit crew directions left a lot to be desired, as many crews had trouble finding the proper gas available spots.

There were no major injuries on the day nor were there any of the expected complaints in regard to the multitude of riders off the course and wandering about the forest roads. The rangers did, however make note of some trash left behind at the midday gas stop by race pit crews. Totally unacceptable.

Despite the challenging trail conditions and other beefs, the event's organization was still first rate. And, a new record was probably established for timely posting of results and passing out trophies (lost riders were still wandering in after completion of the awards ceremony). A hearty thanks is owed to South Penn Enduro Riders, Michaux Off Road Enthusiasts, as well as all the family and friends that helped put on the event. Club trailbosses Bob and Jerry promised to repent for this year's transgressions and made it clear that next year the club planned to avoid the pitfalls that made the '92 event so difficult. Look for a shorter course, lower speed averages and a more careful evaluation of trail obstacles. I know we will. □



More Hill action. "Boy, if this tree wasn't here I'd be really embarrassing myself. I hope that guy isn't from Sports Illustrated!"

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KING PHILIP WEST

New ride, new trails

by Mike Snyder

Wrentham, MA 10/4

For the second weekend in a row, local resident and Team Husqvarna star Kevin Hines claimed the lowest score to capture the overall win at the King Philip West enduro. This event would also be the second time this year that the hosting club, The King Philip Trail Riders, sanctioned a NETRA enduro, which caused more than one competitor to wonder if this ride would be a re-hash of the earlier round, much to the chagrin of Trail Boss Jim Doustou. "Contrary to what everyone thinks," said Jim before the event, "this event isn't a re-run of the King Philip East run. Since the club uses mostly private land, we've cut a lot of new, virgin trails. We are using the western part of the Franklin State Forest to interlink the new trail system we made. Because we use mostly private land, we didn't run into any problems when we were

setting up this event, except with some minor delays in acquiring some permission permits from the town. That's something that just about every trail boss has to deal with so it's not unique to this club." Doustou and his crew cut a very challenging 68 mile course, 114 miles with resets, and the 150 competitors in attendance all voiced the same praise for his efforts, regardless of their individual ability levels.

"The club did a great job today," stated Kevin Hines afterwards, just before he left to catch a flight out to California. "I was surprised by the amount of new trail that was in the event. I didn't ride the earlier round that the club promoted but I've ridden other events put on by this club and most of it was on trail I've never seen before. The check placement was perfect. They checked you in and out of sections



Pat "Gilligan" Royer won the A Bantam class at King Philip, putting him on track for his championship.



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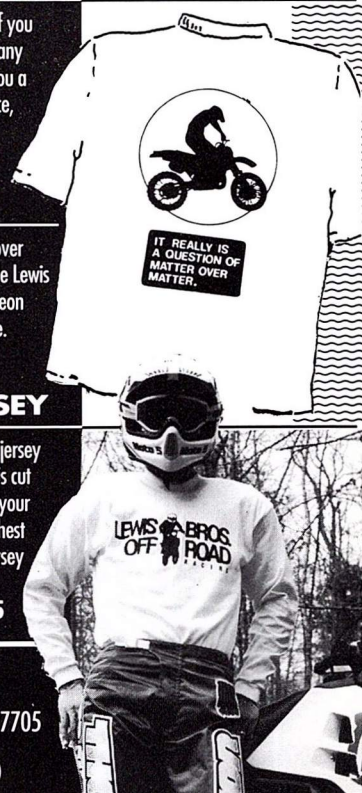
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like a real enduro should be, and a lot of the riders told me afterward that they liked it like that. About the only problem I had was my rear brake line rupturing about 9 miles from the finish, which made it real fun in that last rock section they sent us through. Other than that and a little dust, the event was excellent and, between the Rhody and this one, I hope I can carry the momentum at next weekend's national out west."

Claiming the second overall spot as well as A High Point would be Suzuki-mounted Mont Fairfax, but he wasn't without problems. "I had a good ride today," stated Fairfax later, "I fell before the gas stop and hurt my wrist as well as my hand. I dropped the bike again before the

second spectator section (a rocky powerline) and that time I really rung my bell as it took a little while to re-group. When I got back to the start, I was pumped about my score but, after looking it over with (Pat) Royer who dropped the same as I did, I realized that I got a wrong score at one of the later checks. After the club looked at the back-up sheets, yhey fixed it. I liked the course and really enjoyed myself out there today."

Championship points leader Kawasaki mounted Pat Royer moved closer to his first NETRA title with his third overall and first place finish in the A Bantam class. His only opposition, although a long shot, would come from Kemp Stewart for the series championship so

King Philip West Class Results

Kevin Hines (12)

Overall Winner

Mont Fairfax (15)

A High-point

Paul Olson (28)

B High-point

P. Courville (41)

C High-point

AA Class

1. Kemp Stewart

2. Paul Milliken

A Bantam

1. Pat Royer

2. Bill Dakai

3. Ray Archambault

A Light

1. Steve Vanasse

2. James Kelly

3. Rick Claxton

A Heavy

1. Guy Hill

2. M. Zahansky

3. Dan Cowan

A Four-stroke

1. J. Walker

2. T. Rawville

3. Paul Guldemon

A Veteran

1. Steve Peloquin

2. Max Parkes

3. Peter St. Pierre

A Senior

1. Al Zitta

2. Dave Kelly

3. Bill Dakai

A Super-Senior

1. Joe Morel

B Bantam

1. S. Gustafson

2. T. Dabkowski

3. E. Vansteenbergen

B Light

1. Mike Kelly

2. Al Rustci

3. Mike Haas

B Heavy

1. Peter Tamagini

2. Rick Bogli

3. Ron Duponte

B Four-stroke

1. Dennis Libersan

2. T. Farley

B Senior

1. Ron Courtemanche

2. John Dunn

3. Dave Betts

B Veteran

1. M. Duffy

2. B. Comalli

3. A. Vetri

C Bantam

1. Paul Cochran

2. M. Bowier

3. Kevin Jorres

C Light

1. Art Pepin

2. P. Guiney

C Heavy

1. Richard Seymour

2. Scott Cormier

C Four-stroke

1. Bob Santheson

2. J. Considine

3. Steve Fastert

C Veteran

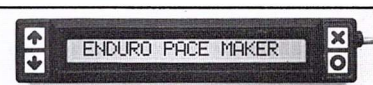
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2. Clay Mitch

3. G. Bean

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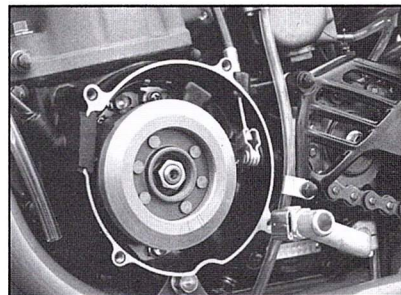
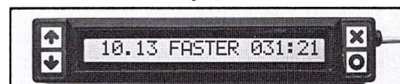
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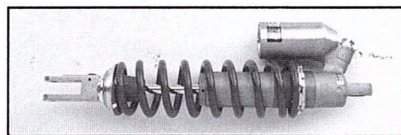
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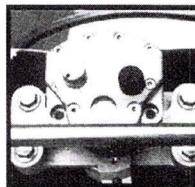
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he decided to use his head and played a thinking man's game. "I think I had a mathematical chance to clinch the title today but, with Kemp claiming the fourth overall today, I have to go home and re-figure this out. The checks, their placement and the overall event was spot-on. I really didn't have to deal with too much dust as I had an earlier number than Hines and the rest of those guys. It was a real rocky course, you always had to be thinking and any lapse of concentration would throw you down."

The other championship contender, Husqvarna supported Kemp Stewart had an uneventful ride until the section after the gas stop when he, along with KTM supported Paul Milliken, Kawasaki riders Ron Stavens, Dave Gunn and Rick Claxton, all had problems with the arrowing, as Gunn later explained: "it was in the middle of a fast switch-back type of section where you couldn't really watch your route sheet closely and had to, instead, watch the arrows. Well, the arrowing was a little scarce for the turn into that section as well as no W or X markings to stop you from overshooting the turn, and there was a trail in both directions. The end of that section was about 10 yards down the wrong trail so if you overshoot it, you would end up on the regular trail and not know that you missed the whole section until the reset, like I did when I pulled up along side of Milliken and Stewart." Fourth overall finisher Kemp Stewart went on to add, "The enduro only had 8 checks and some very long sections inbetween those checks. The club should have at least put in some observation



A High Point winner Mont Fairfax shows some fine rock techniques. "Look ma, no legs!"

checks so the riders would have known if they cut the course unintentionally. I had to stop at the same place Dave did, and scratch my head for a couple of seconds to figure out which way to go."

After first handing in his card, Dave Gunn would later withdraw it, thus disqualifying himself from the event. "I don't need to win that way and besides, I didn't want to get in the middle of the Grand Championship battle between Rick Claxton and Paul Milliken, as well

as Stewart's chances for the overall title. It's too bad that this had to happen as the course was excellent, a little more rocks than I particularly like but what else would you expect from a King Philip event."

One rider who was enjoying a better day than some of his earlier outings was A Veteran KTM 125 competitor Steve Peloquin, as he finally shook some of the bad luck that caused a couple of DNF's in previous rounds, keeping his class title hopes alive.

In the B class, "Big" John Dunn guided his 500 Kawasaki to a second place finish in the Senior division despite being stuck in fourth gear all day. Another failure, this one more mental than mechanical, struck 250 B competitor and Suzuki mounted Mike Haas as he explained later, "I had an excellent ride going as I only dropped 11 at the gas stop. From there, my day went downhill. I crashed three times in the rocky mess after the gas stop. I lost 23 points in all after that display of riding talent but I still managed to claim the third spot in my class."

As usual, the C class turnout was very dismal but the riders that decided to show were battling just as hard as the A and B riders in front of them, like C Heavy class winner Richard Seymour, who guided his KTM to the top berth in his division despite starting the morning off on the wrong foot. "I missed my start time while I was trying to set-up my computer, so I started somewhere around minute 30 and it took me three or four checks before I realized that we weren't running Brand X rules today. I caught

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back up to my original number and was riding pretty good until I got tired after the gas stop. I hung in there and still managed the win in my class."

Women's class standout, Diane Comalli, also lined up to do battle but this time she entered the C Bantam class, because of a lack of competition (and entrants!) in her own division. Comalli didn't have a good day and finished out of the top three in the class but one couldn't call her a "trophy monger," as she could easily take the top spot in the Women's class and chose to ride with the boys instead. □

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Fort Valley 100 Dual Sport

Northern Virginia Trail Riders' Excellent Adventure

by Mark Uth

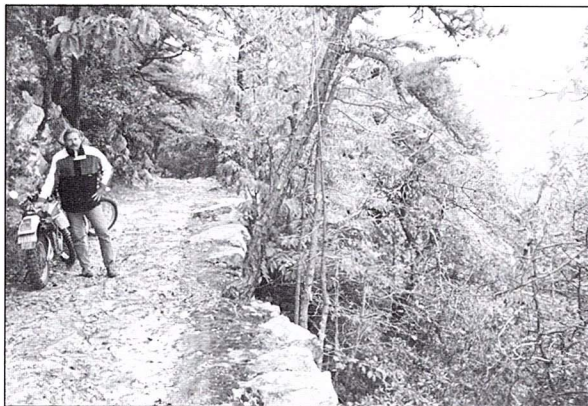
Kings Crossing, VA 10/11

The Northern Virginia Trail Riders hosted their second annual Fort Valley dual sporting event over this past Columbus Day weekend. About 40 entrants made the trek to Kings Crossing, Virginia, and were joined by a couple dozen club members making for a considerable turnout for the ride. Bolstering this count were several couples and father/son pairs riding double up for the day. There were quite a cross section of riders for the day as entrants came from as far south as North Carolina and as far north as New York. Riding mounts were every bit as diversified as the place of origin. Besides the regular dual sport fare of late model XT's, XRL's and DR's there were older Honda XL's, Yamaha XT's (including the venerable *Trail Rider* XT250), some true enduro mounts (KTM's, KDX's, XR's, etc.), an old CZ of unknown denomination and the normal contingent of Maryland residents riding virtually anything with two wheels (which can be legally registered in that state).

The ride was run out of the Twin Lakes campground, near Kings Crossing, which is a privately owned operation that provides plenty of well-spaced wooded tent sites with modern camping facilities and no hassles. Because Kings Crossing is more than a 90 minute ride from metropolitan Washington, DC., many entrants as well as club members chose to accept the local hospitality and spend the long weekend. The weekend's weather, although threatening at times, proved to be just fine for a couple of days spent poking around and exploring on dual sport mounts. Saturday's temperatures were in the 60's with mixed sun and clouds. Right around midday, a couple of light showers blew through the area, but ended up looking more menacing than they turned out to be.

The route chosen by the club provided for a full day of riding. With departure shortly after the 9:30 AM riders meeting, many riders did not return to the campground until well after 4:00

PM. The ride covered about 120 ground miles for the day as it meandered through Rappahannock, Shenandoah, and Warren counties. A great deal of the terrain, especially the trail sections, were actually within the boundaries of the George Washington National Forest. Although labeled a dual sport ride, a poker run format was actually used. In this format, riders



Our nomination for the perfect dual sport trail. Below: The Dirt Cheap Dual Sport is alive and buzzing up the trails.

were required to get a card punched at various course junctures, which determined the pecking order for the distribution of prizes at days end. Riders who made it to all check points were eligible to draw a poker hand prior to the awards ceremony.

Riders were offered essentially three options as to what course could be ridden. Roll charts, distributed free as part of the \$20 post entry fee, gave riders the choice of riding roads all day long, or diverging onto several optional trail sections. The road sections were a mix of paved, unpaved, and gravel-covered county and forest roads with many switch backs and scenic overlooks. The optional trail sections offered by the roll chart course were definitely not for street bikes or weak hearts. These sections were predomi-

nantly abandoned two track road that contained some serious hill climbs, rock gardens and stream crossings. The final option was a enduro oriented trail ride lead by a NVTR club member Don Kirkpatrick. That course, recommended for experienced trail riders with proper enduro bikes or dual sport bikes set up for enduros, offered riders the chance to traverse some really challenging trail sections which belong to the club. Overall, the course proved easy to follow as the course roll charts were supplemented by thorough arrowing.

The day was divided by a lunch break held at the Fort Valley Volunteer Fire Department. The free hot lunch (part of the entry fee) included a menu of chili, sloppy joe sandwiches, cole slaw, apple cobbler and iced tea. Considering the cool temperatures and highways speeds for the day, a mug of hot cocoa would have gone a long way, too.

We rode the entire course and opted for all trail sections. The resulting mix was approximately a third paved (asphalt) road, a third improved dirt (or gravel covered) road, and a third gnarly woods trail. One of the trail sections was the 7.5 mile long Taskers Gap ATV/motorcycle trail, which the club voluntarily maintains

for the National Forest. Both road and trail sections gave ample opportunity to ogle the magnificent overlooks and changing leaves. Several of the trail sections also gave a view of the potential dark side of riding in this area. With serious rock gardens, tough uphill's, ruts and puddles one could easily envision hoards of C riders piling up. Several points of interest along the route included Viking Farms, the Woodstock Tower, numerous Shenandoah river crossings, and

the Front Royal State Fish Hatchery.

As seems to be the norm for dual sporting events, no one fails to dip into the trove of donated prizes. Give-aways ran the gamut of motorcycling equipment and apparel such as T-shirts, jerseys, grips, stickers, crossbar



Other Weekend Diversions and Lodging Options

For better or worse, the event coincides with the Fall Festival held in nearby Front Royal. For those who do plan a weekend outing, the Fall Festival has Saturday events that included a parade, arts and crafts sales and demonstrations, cider making, local foods and eatables, antique sales, kid events and programs, etc. There's lots of local river outfitters in the area and day-trip canoeing along the Shenandoah River can be a welcome diversion, weather permitting. Skyline Drive literally starts in downtown Front Royal, and that offers a multitude of recreation options whether traversed on two feet, two wheels or via the family hauler.

If you didn't want to stay in Kings Crossing, which is quite far from civilization (45 minutes from Front Royal), the Elizabeth Furnace Recreation Area has a number of public camping areas and sites and is about half the distance to town. In Front Royal itself, there are several motels as well as some really quaint B & Bs, if you want to really treat the spouse.

pads, etc. A sizable list of event sponsors all contributed prizes and lent support to the event. Those vendors included Atlantic Cycle & Power of White Plains, MD, Cycle Sport of Herndon, VA, Cycles USA of Beltsville, MD, Cycles Woodbridge of Woodbridge, VA, Hyser Cycle of Laurel, MD, The Dirt Shop, College Park and (finally) Tucker-Rocky. If you visit these shops, let them know that you enjoyed the ride made possible with their support.

Club President Bob Hammond had all kinds of good news in regard to club plans and hopes for next year's event. Not in the least is NVTR's aspiration to change to a two day format and have the event included in the AMA-Suzuki National dual sport series. Big plans. Another bright spot is the potential use of the Bryce Ski Area in Bayse, VA for the starting area of future events. Bob says that he has been nurturing an

agreement with the owners of Bryce and a mellow dual sporting event might help allay any fears the owners might have. In all, the members and families of NVTR should be congratulated for the fine event laid out. We're looking forward to potential improvements for next year and are planning to bring a bike worthy of the "guided" trail ride. Hope to see y'all there!

□

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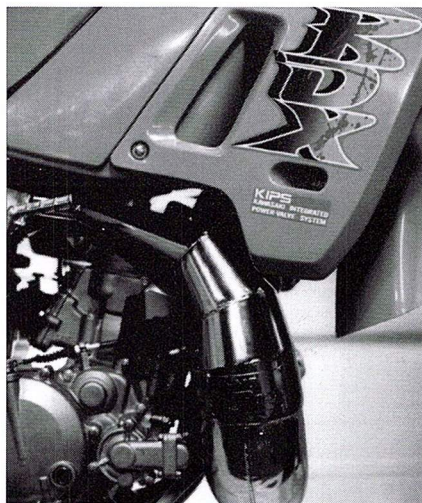
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by Dan Anderson

Sweat City, IA

You may be faster than stink during a race, but sooner or later all that sweat catches up with you. No doubt, you end up with a gear bag that could be classified as a toxic waste site. Normal laundry detergents make riding gear bearable by masking the stench with flowery perfumes, but we all know how quickly the odors return with an application of fresh perspiration at the next race.

The Trail Rider Midwest Test Team, renowned for our eye-watering gear bags, recently tested a special laundry soap through a summer's worth of play riding and racing. ATSKO Sport Wash was developed to remove human scent from deer hunters' clothes. Its manufacturer

claims its ability to remove odor-causing skin bacteria and body oils from cloth makes it an effective detergent for any sweaty, smelly clothing. The results of our testing, as recorded by the sensitive noses of spouses and other people who have to ride to and from races with us and our gear, have been positive.

Helmet liners, jerseys, and riding socks are particularly difficult to clean and deodorize, yet Sport Wash managed to reduce residual odors more than any detergent we have ever used. Regular laundry detergents always left my helmet liner with a flowery fragrance that disappeared with the first drops of fresh sweat. Sport Wash managed to keep the helmet reasonably

(Continued on page 32)



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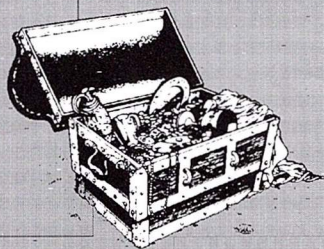
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Our staff has more than a century of all-out dirt riding and racing experience. So when a new bike hits the dirt, we've got the knowledge and skill to wring it out just as hard as you would.

And we're not afraid to tell you how well—or poorly—a new dirt bike performs. The popular "Opinions" section gives you our uncensored remarks on every motorcycle we test. No hype. No BS. Just the straight facts from some of the best riders and writers in the business.

The rider in this photo, for example, Tom Webb, is known for his strong opinions. And he has the credentials to back them up. He tests the hottest new bikes during the week, then to get away from it all he goes racing on the weekends. He earned a silver medal at the 1991 International Six Days Enduro, and he regularly runs with the AMA's top AA enduro riders in U.S. events. Not bad for a typewriter jockey.

You could call him the fastest off-road racing journalist in America. But at Dirt Rider we're not so easily impressed.

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fresh smelling through an entire race. Sport Wash easily gets out normal mud and dust stains, and it also does a great job removing those dye-like stains that occur where muddy chest protectors rub against sweaty jerseys.

Nothing removes all odors and stains, but Sport Wash comes as close as any product we've tried, and we've tried a lot of them. It sells for \$4.95 for an 18-ounce bottle that will wash 18 loads of clothes.

ATSKO N-O-DOR

OK, we admit it, we were a little skeptical about this one. Even after the success with the ATSKO Sport Wash, the company's claims about N-O-DOR seemed a little far-fetched.

They claim that spritzing N-O-DOR all over your body after a race will leave you feeling like you just stepped out of a shower. We gave some N-O-DOR to Tony Vignaroli, a member of Trail Rider's Midwest Test Team, figuring that if anybody needed deodorizing after a race, it was him. He used it after several enduros and hare scrambles and was extremely impressed.

"I'd use a wet rag to take off the biggest chunks of mud and grunge," reports Vignaroli, "then I'd spritz myself from head to feet with N-O-ODOR. It's a weird feeling, but the stuff kind of tingles on your skin, then you get goose bumps, then that sticky, sweaty feeling is gone. The stink is completely gone as soon as the stuff hits your skin. You still have to take a

shower when you get home, but it sure makes the ride home a lot more comfortable."

Vignaroli also used N-O-DOR to deodorize riding gear that he couldn't wash with Sport Wash. "I had some knee guards that smelled like dead animals...my wife wouldn't even ride in the van if I brought those guards to a race. I hosed them down with N-O-DOR and the smell was gone as soon as the spray hit the plastic. Heck, now I spray my helmet, my boots, my gloves, my chest protector...just about all my gear with that stuff. It's really amazing how it gets rid of smells." N-O-DOR costs \$17.95 for the ingredients to make one gallon of spray, enough to last for nearly a summer's worth of racing (A little bit goes a long ways). N-O-DOR can also be found in sporting goods stores or ordered direct from the company.

If you're interested in sampling all of ATSKO's products (they also make Sno-Seal, a leather preservative and water proofing treatment that works great on riding boots), ask for their Odor Control System, which includes Sport Wash, N-O-DOR, and a special odor-reducing body soap and hair shampoo.

ATSKO assures us that all their products are environmentally safe and biodegradable. For more information about Sport Wash and N-O-DOR, contact ATSKO/SNO-SEAL Inc., 2530 Russell S.E., Orangeburg, SC 29115, or call 803-531-1820. □

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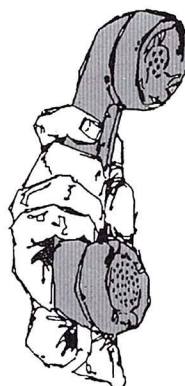
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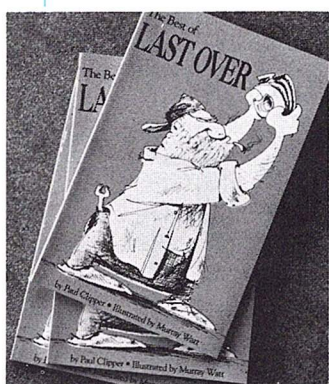
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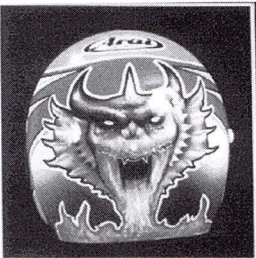
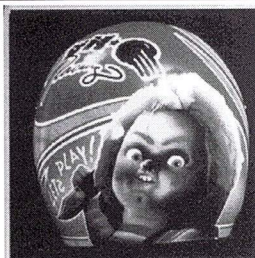
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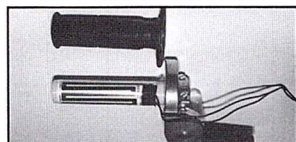
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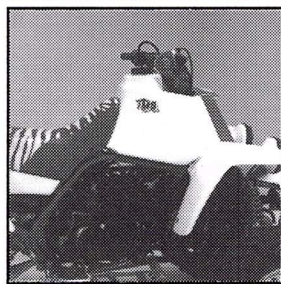
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Sinisalo Flex-guard Jacket, Polypro Underwear

Staying warm in the winter weather

Two things have to happen if you're going to survive your next winter ride: you have to stay warm and dry. This month we have two recommendations to fill that bill.

Polypropylene Underwear

It's not very often that we suggest underwear for you to buy, but polypro garments are something special. Polypropylene is useful because not only does it not absorb water, it actually wicks it away from your body and into whatever outer garments you're wearing. What you wind up with is a dry layer against your skin, rather than a cold, sweaty-wet jersey between you and your jacket.

That is the basic problem with cotton long underwear, be it the cheap single-weight or the dual-layer cotton underwear—it absorbs sweat and splashed water, and holds it next to your skin. The stuff is great if you don't plan to perspire at all, but when was the last time you rode without breaking a sweat? The "dry" layer created by polypro stuff actually makes you feel dry as punk, no matter how sweated-out you may get.

Now the key to it is wear it right next to your skin, as the first layer (jockey shorts will wind up absorbing water, best to wear MS/Hi-Point Skins or synthetic bicycle shorts). The next layer, on the bottom, would be your riding pants, and on top you should wear a jersey under your jacket. This arrangement is toasty-warm down to medium speeds at 30 degrees; if you ride in the 20s or teens, you may want to wear a wool sweater on top of the jersey, or an insulated vest. Your legs shouldn't need more than the two layers.

Polypro underwear comes in all styles and sizes—long johns, briefs, short-sleeve T-shirts, long-sleeve—and you can find it all at your local sporting goods, hiking/outdoors or ski shop. While you're at it, find a pair of long, boot-style polypropylene socks and your feet will be happy forever. The stuff may cost a little more, but it's worth its weight in dry firewood.

Sinisalo Flex-Guard

Yet another new jacket. Sinisalo's latest entry into the field is an excellent winter riding jacket; not surprising, since it's made in Finland. The Flex-Guard is not insulated, but it is lined with nylon mesh, and the outer material is a very stout, tightly-woven Cordura nylon that is extremely wind-resistant. The most obvious feature of this jacket is a pair of Kevlar-shrouded shoulders, and under the Kevlar is a set of plastic shoulder guards. The sleeves also have a thin closed-cell foam pad for each forearm/el-

bow, which makes the Flex-Guard a natural if you don't like to wear a bulky chest protector under your jacket.

Plenty of pockets grace the Flex-Guard. There are two roomy chest zippered slash pockets, one on the outside and one on the inside, the usual hip pockets with snap closures, and a large pocket across the back. The back pocket is great for carrying an extra pair of gloves, or anything bulky (it reminds us of the game pocket on the back of a hunting jacket). The front of the jacket zips, and then snaps shut with a storm flap, with a very high neck that is easy to snap closed securely. Once everything's closed up, the wind protection is fantastic. If you need ventilation, there's a snap-flap in the back that you can open for better air flow on mild days.

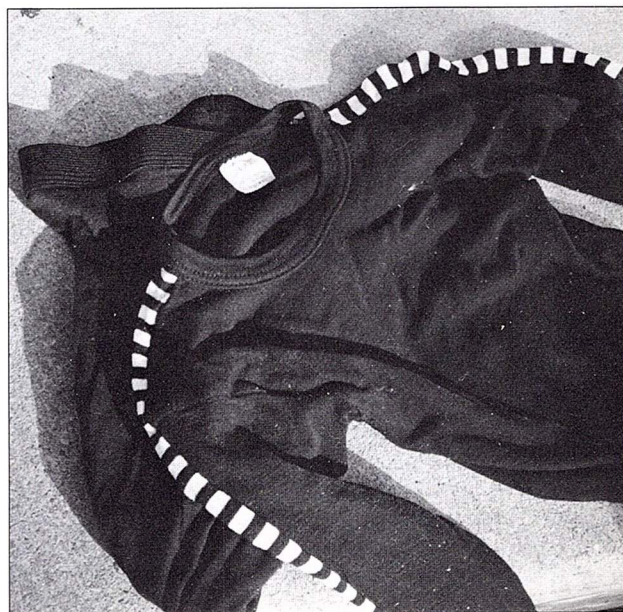
As you'd expect from something created in a miserable climate, the Flex-Guard is highly water-resistant. We're not going to call it water proof, since blasting into a driving cold rain at 50 plus on a dirt bike can drive water through nearly anything, but the Flex-Guard is at least equal to the venerable MS-Pro Gore-Tex jacket. If you know you're going out into horrible conditions, you can use the old standby cure and spray the material liberally with Scotch Gard. It helps, even on the Gore Tex jackets.

Comfortable jacket. It does all the above and fits like a second skin when you're riding. Highly recommended. The suggested list price on the Flex-Guard is \$184.95, usually discounted somewhat by local dealers. Sinisalo Pacific, 27811 Avenue Hopkins #10, Valencia, CA 91355, (800)426-0213. □



Sinisalo's Flex-Guard is their latest jacket. With plastic shoulder pads inside and tough close-weave Cordura nylon outside, it's a natural for eastern woods.

Polypro underwear comes in a variety of brands and styles, and is absolutely essential if you want to stay warm and dry on winter rides. Make sure it is 100% polypropylene fiber.



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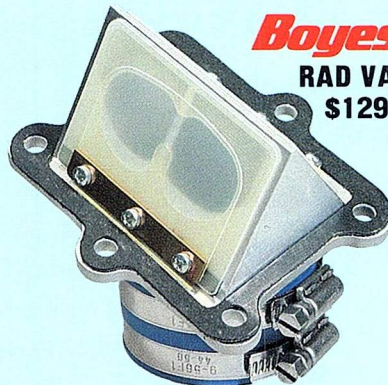
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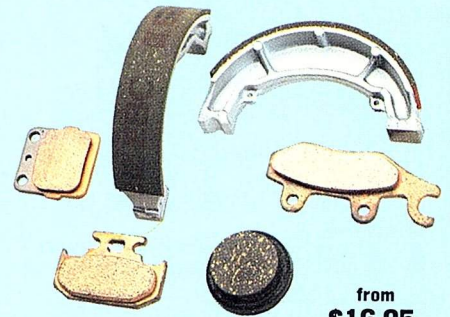


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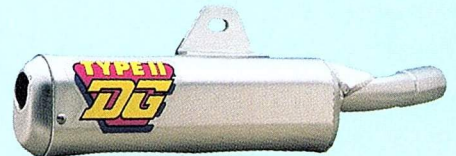
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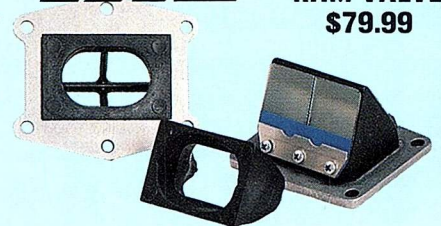
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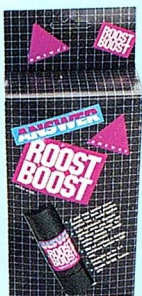


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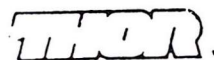
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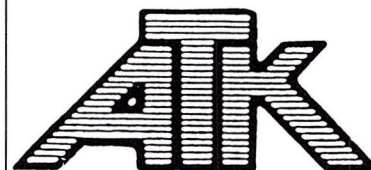
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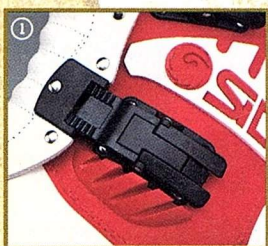


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